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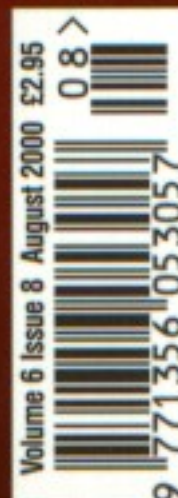
**Pioneer -
Gloster E.28/39**

Commonwealth Corsairs

by Richard J. Caruana

**Big
Hustler**

*Plus
Eagle's Wings
Diorama - Pt.2*



LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS



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Editorial

Volume 6 Issue 8

Editorial

Last month I talked about motivation in the hobby and what stimulated you to make models. One of the biggest problems I always have with being an Editor is the editorial! Because of the schedule for producing a monthly magazine, the last edition you received was back from the printers just three days before I wrote the editorial for this edition. It does not leave much time for reflecting or making comments in general about our hobby, so I usually find that my editorials are short one month, long the next, as this at least gives a suitable time period for me to actually have something to say.

Generally, at present, our hobby seems to be going through a period of change. Here in the UK we have officially been informed that the receivers have been brought in at Beatties, and news of the

impending sale of Revell-Monogram/Revell AG means that there are a number of major changes happening out there. The schedule of releases and accessories from the smaller volume manufacturers does not seem to diminish though, and this month you will see a mass of kits, accessories and decals reviewed. Many people have jokingly (I hope) said that we ought to do this title fortnightly, but it is getting to the stage where our current 84 pages a month seems insufficient. To think, just six years ago we started with barely 48 pages, how times change...

Richard A. Franks
Editor

News & Reviews

584... News Update

Latest modelling news from around the world

591... Previews

Our initial look at new kits that we have received for review



596... Reviews

The Review Team builds a selection of the latest kits

608... Accessories

This month we take a look at recent products from PART, CMK, Cutting Edge, Linden Hill, Eduard M.A., Aires, Pavla and Airwaves. Also includes news section



619... Modelling Products

622... Decals

Some of the latest sheets from Albatros Modelworks, Yellowhammer, Techmod, EagleCals, RAFDEC, Liveries Unlimited, Aussie Decals, Fantasy Printshop, Linden Hill and Cutting Edge. Also includes news section

Regulars

655 The Bookshelf including news

659 Newstand

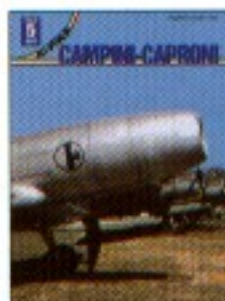
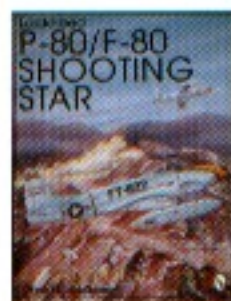
660 Clubs & Societies

660 Advertisers Index

661 Readers Classified Advertisements

661 Events Diary

662 Address List



Features

626... Commonwealth Corsairs

Richard J. Caruana takes a look at the F4U Corsairs operated by the Commonwealth forces in WWII and includes a selection of colour profiles and scale plans



634... Eagle's Wings

Nicholas J. Wigman details the Hasegawa 1/48th scale BF 109G-6 with a Hi-Tech 'One-O-Nine' series accessory set



642... Pioneer

The historic Gloster E.28/39 in 1/48th scale from Arba Products is built by Richard A. Franks



648... A Big Hustler

David Francis builds, and describes the recently reissued B-58 Hustler from Revell-Monogram



653... Diorama - Pt.2

Nicholas J. Wigman continues his series dealing with the whole subject of dioramas for your models



Published by SAM PUBLICATIONS
4 Princeton Court, Pilgrim Centre
Brickhill Drive, Bedford MK41 7PZ
Telephone: +44 (0) 8707 333373
Fax: +44 (0) 1234 261251
Email: samkit@globalnet.co.uk

PUBLISHER: Steve Elliott
EDITOR: Richard A. Franks
EDITORIAL ASSISTANT: L.S. Lever
EDITOR'S PA: Mandy Hunt
PRODUCTION & ART DIRECTION: Simon Sugarhood
TECHNICAL PROOF READING: WordCraft
AVIATION ILLUSTRATIONS: Richard J. Caruana;
Michele Marsan
AVIATION HISTORIANS: Ian K. Baker;
Richard J. Caruana; Harry Woodman
CONTRIBUTORS THIS MONTH: Richard J. Caruana;
David Francis; Richard A. Franks;
Mick Hyrcus; Nicholas J. Wigman; Dai Williams
REVIEW TEAM THIS MONTH:
Ian Claxton; Tony Clayton; Paul G. Gilson;
Paul Gold; Paul Janicki; Michael Jerram;
Gordon King; Simon Snape
SHOW REPORTER: Robert Day

EDITORIAL E-MAIL: samkit@globalnet.co.uk
Also use this address for back issue orders, subscriptions or
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Scale Aviation Modeller International is always happy to review new
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should send them directly to the editorial address and clearly mark
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samples will be supplied if requested. For all international companies
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Nakotna

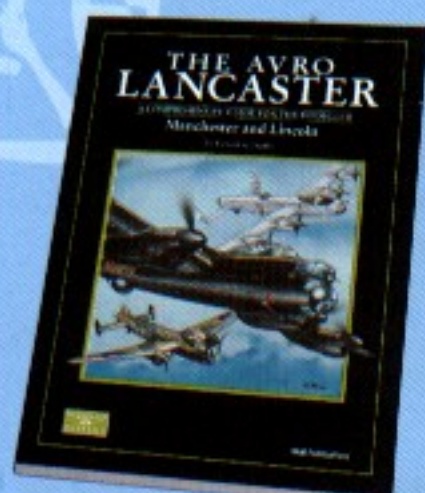
1/72nd

Many of you will recall the couple of Su-27 family kits released by this manufacturer a few years ago (later to be reboxed by Encore), well they have just released four more examples. These are the Sukhoi Su-27 Flanker (#7005), Sukhoi Su-35 (#7006), Sukhoi Su-27UB Flanker C (#7007) and Sukhoi Su-30MK (#7008), all of which are £7.50 each.



New from
SAM Publications

Modellers Datafile 4



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See page 641

Ocidental

1/48th

After the release of their two Spitfire Mk IX kits, it will come as no shock to you all to find that they have now released the Mk XVIe (#022). This kit arrived in the UK late in June and is priced at just £9.95. No amendments or corrections have been made to the overall shape of the 'base' mould, and many will be surprised to hear that the kits come in a simple box with instructions on the back and no decals!



Heller

1/144th

Following on from our Preview of the kits a few months ago, the Mirage 2000-5F (#79907) and Dassault Rafale M (#79908) are now readily available in the UK. Each of them retails for £2.99.

1/72nd

The reissued Nord 2501 Noratlas (#80374) is also available in the UK and it is £9.99.

1/48th

In this scale the Mirage IIIC/B (#80411) is available at £7.99, while the Bell OH-58 Kiowa (#80482) is in fact 1/50th scale and is £5.99.

Interavia

1/72nd

An injection moulded kit of the Sukhoi Su-35 is available from this manufacturer and retails for £7.50.



Sanger

1/72nd

The latest vac-formed kit from this manufacturer is the Antonov An-24 Coke (#7218) and it is £27.50.

RVHP

1/72nd

The latest resin conversion from RVHP is the Lockheed EC-121L (WV-2E) Warning Star (#7261), it is designed for the Heller Constellation kit and includes decals for NAS Point Magu. The UK price for this conversion is £22.50.

The latest resin kits in this scale are the OEF C.II 'Czech Air Force' (#7259) and the OEF C.II 'Austro-Hungarian Air Force' (#7269), both of which are £15.00 in the UK.



MTS Models

1/48th

Back once again from this manufacturer is

the Messerschmitt Me 155B (#4802), although this time it comes with decals. The UK stockist for the range is Hannants and this kit is £24.95.

Hasegawa

1/200th

Available in the UK during late June was the Boeing 777-200 'American Airlines' (#10613) and it was £16.99.

New items in Japan during June included the MD-82/MD-87 'American Airlines' (#10618/¥1500).

New in Japan during July were the Airbus A320 'All Nippon Airways' (#LL27/¥1000) and Boeing 747-400 'Ansett Australia' (#10621/¥1800).

1/144th

New items in Japan during June included the YS-11E 'Electric Warfare' (#10619/¥2800).

1/72nd

Let's start in this scale with the June UK releases. These included the Mil Mi-24 Hind D 'Czech Aerobatic Team' (#00063/£12.99),



F-117A 'Stars and Stripes' (#00066/£9.99), McDD F-4S Phantom 'VMFA-321 Hells Angels' (#00067/£13.50), TF-15 Eagle 'Bicentennial' (#00069/£13.99), P2V-7 Neptune 'French Navy' (#00070), F-8E Crusader 'CVW-19 CAG Bird' (#00072/£7.99), Douglas A-1H Skyraider with rocket pods (#00073/£10.99), Mitsubishi Ki-46-II Dinah (#CP005/£15.99), Grumman S2F-1 Tracker (#K001/£9.99), Lockheed P2V-7 Neptune (#K006/£19.00), TF-104G Starfighter 'Bicentennial' (#00074/£8.99), Jaguar GR Mk 1 'Special Markings' (#00076/£8.99), Boeing B-17F Flying Fortress 'Nose Art' (#00077/£14.99), F-14B Tomcat 'LANTIRN' (#00078/£14.99), Tornado F Mk 3 'Red Zebra' (#00079/£12.99), F-15D/DJ Eagle (#00435/£6.99), AH-64 Apache (#00436/£6.99), HH-60D Night Hawk (#00437/£6.99), F-16B Fighting Falcon (#00444/£6.99), F-16D Fighting Falcon (#00445/£6.99), F-104J/CF-104 Starfighter (#00446/£6.99), F-104S/F-104G (#00447/£6.99) and F-16CJ Block 50 Fighting Falcon (#D18/£6.99), Shinmeiwa PS-1 (#K008/£18.99), Martin SP-5B Marlin (#K009/£18.99) and SR-71A Blackbird with Drone (#K016X/£17.99). The last three of these are straight reissues.



Items in Japan during June included the SOC-3 Seagull (#00084/¥1000), F-14A Tomcat 'Bicentennial' (#00085/¥2200),



Mitsubishi F-2A 'Production Model No 1/No 2' (#00088/¥1400), Mitsubishi Ki-67 Type 4 Heavy Bomber Hiryu (Peggy) 'with I Gou Type 1 Kou Guided Bomb' (#00082/¥2800) and Heinkel He 51A/B (#00083/¥1000). Items #00083 and #00084 are simple reissues.



July releases in Japan include the Mitsubishi Ki-46-III Dinah (#CP6/¥2000), F-4C/D Phantom II 'MiG Killer' (#00089/¥2200), US Aircraft Weapons VI [Smart Bombs Set] (#X72-11/¥500), F-117A Nighthawk 'with GBU-27 Guided Bombs' (#00086/¥1600), NP-3D Orion (#00087/¥3200), Fuji T-1A '1998 13th FTW Special Painting' (#00092/¥1400) and (most surprisingly) the Sukhoi Su-30KI (#00095/¥3400). Now the latter item could be a new tool, or a conversion based on their Su-27 kit (its price is high enough for either), or maybe it is a Dragon kit, as that firm listed a number of Su-27 variants a few years back?

1/48th

The UK June releases in this scale included the F-14B Tomcat 'VF-103 Jolly Rogers' (#09335/£29.99), the all-new F-16CJ (Block 50) Fighting Falcon (#V10/£14.00), F6F-5 Hellcat '1000th Hellcat' (#09341/£16.99), Henschel Hs 129B-1 'North Africa' (#09344/£16.99) and Lockheed F-104C Starfighter 'US Air Force' (#PT19/£16.99).



New items in Japan during June included the Nakajima Ki-84 Hayate (Frank) 'Pre-Production Model No. 124' (#09346/¥2000), F-86F Sabre 'Thunder Tigers' (#09349/¥3200), F-104J Starfighter 'JASDF' (#PT18/¥2400), Hawker Hurricane Mk IV 'Far East Theatre' (#09347/¥2400), Junkers Ju 87D-4 'Torpedoflieger Part 2' (#09348/¥2800) and P-51D Mustang 'Miss America' (#09350/¥2800). Note that #09347 is a limited release with a resin armoured radiator unit to convert the Mk II moulds into a Mk IV.

Also due out in Japan during June was the US Aircraft Weapons D 'Smart Bombs & Targeting Pod Set' (#X48-8/¥1000). July releases in Japan include the F-4J Phantom II 'VX-4 Vandy 76' (#09353/¥3200), F-16DJ (Block 50) Fighting Falcon (#09352/¥2200), Mitsubishi A6M5 Type 52 Zero '261st Flying Group' (#09351/¥2000), F-14A Tomcat 'VF-154 Black Knights Millennium Special' (#09357/¥3800), U-36A Learjet 'JMSDF' (#09354/¥3200), Kawanishi N1K2-J Shinden Kai (George) 'Early Version' (#JT73/¥2000), F-105D Thunderchief (#HM164/¥2600), B-26B Marauder (#HM165/¥4200), Messerschmitt Me 262A (#HM166/¥2600).



The last three 'HM' coded kits are Monogram toolings. Other ex-Monogram kits currently doing the rounds in Japan are the A-37 Dragonfly (#HM162/¥2600) and F-20 Tigershark (#HM163/¥2600).

1/32nd

A couple of kits were reissued in the UK during June in this scale, and they were the Spitfire HF Mk VI (#S19/£16.99) and the Nakajima Ki-43 Type 1 Oscar (#08122/£16.99). The former looks like rediscovered stocks, as it is identical in packaging etc to the last time we saw it (even down to the incorrect spelling of I.R. Glead on the instructions!).

ICM

1/48th

There are a number of repackaged kits from ICM this month, offering markings for a specific 'ace'. They include the Yak-9D 'M Albert' (#48042/£10.99) and MiG-3 'Krasnov' (#48052/£10.99).

JMGT

1/48th

The Leo C.30 Autogiro we previewed last month is now available in the UK and it is £45.00.

Kora

New resin and etched brass kits from this manufacturer include the Fiesler Fi 158 (#7225/£13.35) and Bücker Bü 182 Kornett (#7226/£11.36).

Future releases will include the Fiat G.50 Serie II on skis. (#7229). This kit will basically be the AML example with the skis in resin and additional markings.



Mach 2

1/72nd

Due for release in September is a twin kit of the X-24A and X-24B.



AML

1/72nd

After their recent Mohawk kit (See Previews), the next kit from this manufacturer will be the Dassault Mirage

News Update

Italeri

1/72nd

Back once more for a 'limited' reissue is the Dornier Do 24T (#122), and it is £8.50 in the UK. Other new releases from Italeri include the JAS-39A Gripen (#008/£6.50), Cant Z.501 'Gabbiano' (#112/£11.00), Junkers Ju 188A-1/E-1 (#117/£11.00), AC-47 'Spooky' Gunship (#167/£8.50), AB-204B Rescue Helicopter (#1201/£4.00), H-21C Gunship (#1203/£8.50) and Sikorsky H-19/S-55 'USAF' (#1206/£6.50).



Czech Master

1/48th

New resin update sets from CMK include a DB601A/B engine for the Tamiya Bf 109 (#4059/£6.60) and Ta 154 interior for the Revell-Monogram kit (#4065/£9.85).

1/72nd

A new detail set for the Revell® Me 262A kit (#7026) has been released by CMK and it is £15.60 (five times the cost of the kit!) in the UK.

HR Models

1/72nd

The latest resin kits in this scale from HR are the R.A.F. B.E.2c with decals (#7250/£12.90) and the Siemens Schukert D.1 (#7262/£13.50).



Czech Master Kits

1/72nd

Future resin kits in this range will include the Boulton Paul Defiant NF Mk I (#115) and the de Havilland Vampire T.11 (#116). Both will feature decals, but at present we have no confirmed release date or UK price for them.



Eastern Express

1/72nd

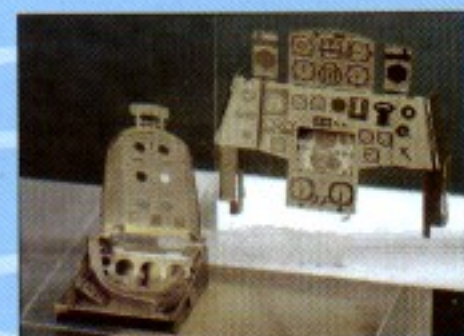
An injection moulded kit of the Mil Mi-4M Helicopter (#72031) is listed from this manufacturer. The kit may well be based on the KP tooling, but the UK price is £6.49.



Fine Molds

1/48th

The next product from Fine Molds will be an etched detail set for the Nakajima Ki-43 Type 2/3 Hayabusa (#HD48-01). This set will be designed for their own Ki-43 kits, will be ¥2000 in Japan and is due for release in July. Other new kit releases include the Nakajima Ki-43-II Model 2 Late Type Hayabusa (#FB-04/¥2400).



IIC/CJ (#72010), although we have no details of release date or retail price as yet.

Aerobase

We mentioned this firm a couple of years ago, but they have now established a good range of etched brass and metal kits in a variety of small (e.g. 1/160th) scales. These 'kits' are not meant to be authentic replicas and they are designed to be very easy to assemble and therefore attractive to non-modellers. So far the list of kits includes the Wright 1903 Flyer (#B001), Spirit of St. Louis (#B002), Bleriot XI (#B003), Santos Dumont 14bis (#A004), Fokker Dr.I (#B005), Airco D.H.2 (#B006), Etrich Taube (#B007) and Junkers D-1 (#B008). Each of these kits is ¥2000, except B008, which is ¥2500. The firm has also released a kit of the LZ.127 Graf Zeppelin (#C001), although we have no idea of its price.



We believe that Dynavector Systems may well stock (or be able to obtain stocks from) this range, so if you are interested you should contact them.

Aircraft In Miniature

1/72nd

The latest vac-form kit from this manufacturer is the Tupolev Tu-95/Tu-116 Bear (#3005) and it is £67.85 in the UK.

Unlimited Air Models

1/72nd

Now last month you will have seen mention of a resin kit of the air racer 'Critical Mass' mentioned in relation to Fine Molds. Well,



this is the actual name of the firm making the model, although they are apparently employees of Fine Molds. The kit (#FU-02) is listed in Japan with a June release date and a healthy ¥9800 (approx £65) price tag! It is unlikely this kit will ever reach the UK though.

FM

1/48th

The next limited-run injection moulded kit from this manufacturer will be the Arsenal VG.33C1 (#6007).



Obituary

Jack Beverley Beaumont

1920-2000

We regret to announce the passing of our founder on 8th June 2000.

As a young man, Jack indulged his love of books and aeroplanes. After demob from wartime RAF service he opened his garage on Saturdays to buy, sell and exchange aircraft books.

In the early 1950s he relocated his activities from Russell Road, Enfield (north of London) to nearby 2a Ridge Avenue, now attending full time to a mail order business, known as Beaumont Aviation Literature, open to visitors on Saturdays. Things having grown, like Topsy, Jack moved the business into London, setting up at 11 Bath Street, EC1 in 1964. The shop was now open six days a week and was a meeting place for all interested in the subject of aviation.

From his middle years, Jack suffered poor health and in 1972 appointed a manager to run the business. By now trading as The Aviation Bookshop, the business relocated to 656 Holloway Road, London, N19, its present location, in 1974. Jack relinquished ownership to his manager in 1989. Although troubled by ill health, Jack embarked upon a busy and active retirement.

He is survived by his widow Olive.

Fujimi

1/48th

A number of reissues from this manufacturer are due out in Japan during July. They include the Mitsubishi F.1/T.1 (#35174/¥2200) and T-2 'Blue Impulse' (#35175/¥2200).

Interestingly we noted the in Japan a 'Type 99 Bomber' is being listed for release in this scale. Now either Fujimi are about to spring a Kawasaki Ki-48 on us, or this is somehow muddled up with a Type 99 Trainer (Ki-55), which was last seen in the Nichimo range? Which ever is the case, the kit (#Q1) is listed at ¥800, so I can't believe it is either new, or a Ki-48! Also due back in Japan at the end of June was the Messerschmitt Bf 110C/D (#Q2), which is listed at just ¥1000.

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0572 Short Seawind AS.1/MR.2 *£16.99
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C= Conversion, K = complete kit, D = Decals, O =
Optional parts

MAGNA MODELS 1/48 scale

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KP

1/72nd

A number of this manufacturer's kits have recently been restocked in the UK, and these include the MiG-15 Fagot (#F-26/£2.99), MiG-19 Farmer (#F-30/£2.99), L-39 'USAF Thunderbirds' (#F-37/£4.99), PZL Sblim-2A [MiG-15UTI] (#F-42/£2.99) and Mil Mi-8 'SAR-Meet 1991' (#K-72/£5.99).



Tamiya

1/72nd

Believe it or not, but the new kits in this scale from Tamiya, are all listed for release in Japan during July! Those confirmed so far are the Supermarine Spitfire Mk I (#60748/¥1000), North American P-51D Mustang (#60749/¥1000), Messerschmitt Bf 109E (#60750/¥1000), Focke Wulf Fw 190D-9 (#60751/¥1000) and Chance Vought F4U-1D Corsair (#60752/¥1000). The only confirmed UK price in relation to these is the Spitfire and Mustang, which will be £9.99 each.



1/48th

The new kit of the Dornier Do 335A Pfeil (#61074), should be available by the time you read this. The Japanese price is listed at ¥3000, the UK price will be around £25.



1/32nd

Hopefully out in late July (due on the 27th June in Japan) will be the new Mitsubishi A6M Zero Model 52 (#60309). The Japanese price for the kit has been announced at ¥6200, while the UK price is confirmed at £69.99. The motor and light unit to go with the kit (#60310) will be ¥1500, and should be available at the same time as the model.

Dragon

1/48th

Back out in the Far East at least is the He 162A-2 Salamander (#5508/¥3000), but because of their association with Revell® in Europe, I doubt if you will see the kit in a Dragon box over here.

Birdman

1/72nd

We have not seen many of these Japanese manufacturer's products of late, but for the record the most recent sets are for Hasegawa Mitsubishi Ki-46-II Dinah (#72037/¥350) and Academy Me 163B/S (#72038/¥300).

1/48th

In this scale the most recent canopy masking sets were for the Nichimo or Fine Molds Ki-43 Hayabusa (#48043/¥300), Hasegawa F-86F (#48044/¥300), Tamiya G4M2E Type 1 Attack Bomber Model 11 (#48045/¥1000) and Hasegawa F-104 (#48046/¥350).

Roden

1/72nd

You will all have seen the Special Preview on the new He 111B from this manufacturer in last month's edition. It is now available in the UK for £14.95.

Next up will be the He 111C 'Lufthansa', then in October, the Gotha G.V.

A Model

1/72nd

The next two kits from this manufacturer will be the Yakovlev Yak-130 and the MiG-AT.

AJP

1/48th

The latest mixed-media kits from AJP include the Voisin LAS, PL8 'Oiseau Blanc' and Potez 25TOE.

Industry News

AeroMaster Warbird Colors

A press release from this manufacturer on the 7th June states that 'Pan American International will discontinue the AeroMaster Warbird Colors paint range (AMP 1000 and 9000 series plus 8003, 8005, 8006 and 8007)'.

'The decal line will continue as before as well as AMP 8010 AeroSol and AMP8011 AeroSet.' Due to increased prices in petroleum based products and chemicals, Testors, the manufacturer of our paint line has been forced to increase prices on their own acrylic line by 20% and Polly S line by 50%. Being a derivative of this Polly S brand, Warbird Colors would not be long in following the same steps.

We feel that at these new prices, Warbird Colors would not be competitive in the world market, and therefore we have decided to withdraw.

Obviously with the above statement taken into consideration, the existing stocks with the hobby shops will soon go, and once the stocks at AeroMaster have also been exhausted, that will be it.

Hopefully a suitable alternative range will soon be available in the UK, and we will keep you posted on any developments. In the meantime, buy any colours you want, because this really is your last chance.

SCALE MODEL WORLD



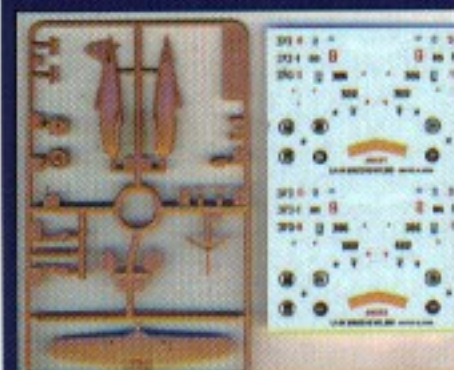
IPMS World Competition 2000

See page 663
for full
event details

Sweet

1/144th

You will see the Preview of the new C.200 kit in this scale from this manufacturer, well with this came news of the next release subjects. These are shown in no order, but the subjects will include the SM.79, Polikarpov I-16 Rata, CAC Boomerang, Grumman F4F Wildcat and Grumman F6F Hellcat.



Don't get too excited about the kits though, as although they are beautifully moulded, the canopies are not clear and they are intended as quick and simple models to introduce new people to the hobby. That said, the first kit actually contains two complete set of parts and six decal options and with a Japanese price of ¥1000 (less than £10), they could prove popular.

Sweet are currently looking to arrange worldwide distribution of their products, so hopefully before too long they will be in the UK.



eduard

P-39 Airacobra

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This model is made from metal moulds and has crisp panel lines and fine details. ALL the major versions will be made, early and mid production P-400's, D's, F's, L's, N's, M's and of course Q's. All new Eduard models are engineered for easy building and include canopy and wheel masks for ease of painting.



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Deep wheels wells



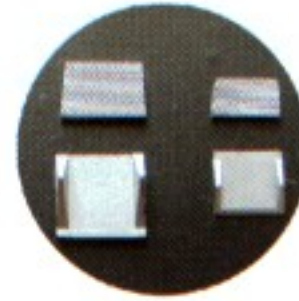
Detailed wheel wells



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SKY-005	IAF A-4 SKYHAWK	in 1/48 scale
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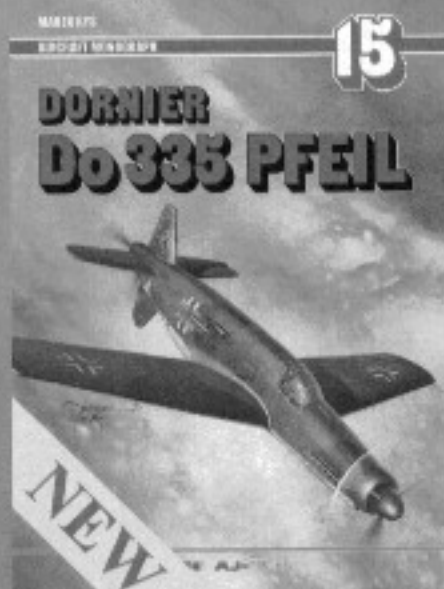
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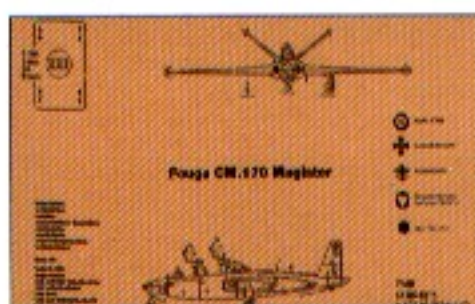
BAe/Scottish Aviation Jetstream T.1/T.2

Scale: 1/72nd
Kit No: 6672
Price: £26.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 15, Metal 29, Vac-formed Clear 2
Decal Options: 2
Manufacturer: Magna Models



Macchi MC.200

Scale: 1/144th
Kit No: 14101
Price: ¥1000
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 36 (Tan & Grey)
Note: No clear canopy. This kit contains parts for two complete aircraft.
Decal Options: 6
Manufacturer: Sweet
Obtain in UK via: N/A



Fouga CM.170 Magister

Scale: 1/48th
Kit No: KA 48-09
Price: £TA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 29, Metal 17, Vac-formed Clear 5
Decal Options: 5
Manufacturer: WSW
Obtain in UK via: Hannants



Lockheed T-33A Shooting Star

Scale: 1/48th
Kit No: 2185
Price: £TBA
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Hobbycraft (Canada)
Type: Injection Moulded Plastic
Parts: Plastic 74 (Grey), Clear 3
Decal Options: 3 (USAAF, Korean & West German AF)
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



Macchi M.52r

Scale: 1/72nd
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass & Vac-formed Clear
Parts: Resin 14, Etched 15, Vac-formed Clear 1
Decal Options: None
Manufacturer: Vintage
Obtain via: MisterKit (Italy)



Supermarine S.4

Scale: 1/72nd
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass & Vac-formed Clear
Parts: Resin 169, Etched 3, Vac-formed Clear 1
Decal Options: None
Manufacturer: Vintage
Obtain via: MisterKit (Italy)



Fokker Dr.I

Scale: 1/72nd
Kit No: 7014
Price: £4.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 35 (Beige)
Also Includes: Die-cut Wheel Hub Masks
Decal Options: 2
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



Boeing KC-97G Flying Boom Tanker

Scale: 1/72nd
Kit No: 1605
Price: £26.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 142 (Grey), Clear 27
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



Curtiss P-36A Hawk

Scale: 1/48th
Kit No: 2181
Price: £10.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Hobbycraft (Canada)
Type: Injection Moulded Plastic
Parts: Plastic 69 (Grey), Clear 8
Decal Options: 2 (USAAC & French AF)
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



Curtiss P-40C Tomahawk

Scale: 1/48th
Kit No: 2182
Price: £13.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Hobbycraft (Canada)
Type: Injection Moulded Plastic
Parts: Plastic 66 (Grey), Clear 5
Decal Options: 2 (AVG)
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



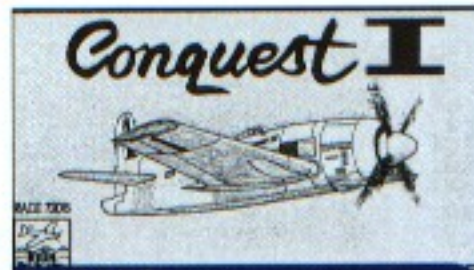
Fokker F.I 'Profi Pack'

Scale: 1/72nd
Kit No: 7015
Price: £8.45
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 35 (Beige), Etched 38
Also Includes: Die-cut Wheel Hub & National Insignia Masks
Decal Options: 1
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



Lockheed F-104C Starfighter 'US Air Force'

Scale: 1/48th
Kit No: PT19
Price: £17.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 121 (Grey), Clear 9
Also Includes: 4 Poly Caps
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd



Conquest I

Scale: 1/72nd
Kit No: RACE 72015
Price: Aus\$26.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 27 (Blue), Metal 2, Vac-formed Clear 1
Decal Options: 1
Manufacturer: High Planes Models
Obtain in UK via: Hannants



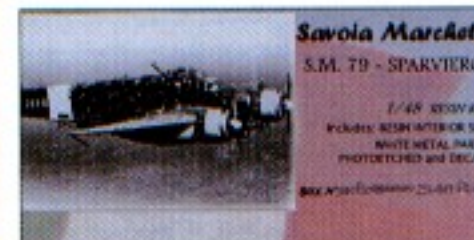
Polikarpov Po-2LNB

Scale: 1/48th
Kit No: 004/0600
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 94 (Dark Grey), Etched 60, Acetate 6
Options: Skis, LNB or Ambulance versions
Decal Options: 3
Manufacturer: Gavia



Macchi M.52

Scale: 1/72nd
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass & Vac-formed Clear
Parts: Resin 16, Etched 15, Vac-formed Clear 1
Decal Options: None
Manufacturer: Vintage
Obtain via: MisterKit (Italy)



Savoia Marchetti S.M.79 Sparviero

Scale: 1/48th
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Resin 64, Metal 35, Etched 110, Vac-formed Clear 9
Decal Options: 5 (Sky Model Sheet #48-018 included)
Manufacturer: Vintage
Obtain via: MisterKit (Italy)



Roland C.II 'Profi Pack'

Scale: 1/48th Kit No: 8041
Price: £12.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 66 (Beige), Clear 7, Etched 72
Also Includes: Die-cut Wheel Hub & Window Masks
Decal Options: 3
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



Curtiss Hawk 75A-4 'Mowhawk IV'

Scale: 1/72nd Kit No: 72 009
Price: £7.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 24, Resin 25, Etched 21
Vac-formed Clear 4
Decal Options: 3
Manufacturer: AML
Obtain in UK via: Hannants



Fokker Dr.I

Scale: 1/72nd
Kit No: 010
Price: £4.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 52 (Grey)
Decal Options: 6
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Fokker F.I 'Profi Pack'

Scale: 1/72nd
Kit No: 7015
Price: £4.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 52 (Grey)
Decal Options: 2
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Etrich Taube IV

Scale: 1/72nd
Kit No: 001
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 95
Decal Options: None
Manufacturer: Lüdemann Modellbau
Obtain in UK via: N/A



Curtiss Condor

Scale: 1/81st
Kit No: 06101
Price: £TBA
Panel Lines: Raised ✓
Status: Reissue ✓
Origin: ITC (USA)
Type: Injection Moulded Plastic
Parts: Plastic 61 (20 Beige, 41 Grey), Clear 18 (Inc Stand)
Options: Wheels or Floats
Decal Options: 7
Manufacturer: Glencoe Models
UK Distributor: Pocketbond Ltd



Martin MB-2

Scale: 1/74th
Kit No: 05001
Price: £TBA
Panel Lines: Raised ✓
Status: Reissue ✓
Origin: ITC (USA)
Type: Injection Moulded Plastic
Parts: Plastic 96 (Green), Clear 1
Decal Options: 3
Manufacturer: Glencoe Models
UK Distributor: Pocketbond Ltd



Navy Type 10 1MT1N

Scale: 1/72nd
Kit No.: B21
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 59
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



Kamov Ka-28

Scale: 1/72nd
Kit No: 7237
Price: £12.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 170 (White), Clear 14
Decal Options: 2
Manufacturer: A Model
UK Distributor: Pocketbond Ltd



Yokosuka Navy Type 14-2 E1Y3

Scale: 1/72nd
Kit No.: B16
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 69
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



Ishikawajima R-3 Trainer

Scale: 1/72nd
Kit No.: A17
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 39
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



EkranoPLAN A-90 Orlyonok

Scale: 1/144th
Kit No: 04609
Price: £12.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 42 (Grey), Clear 1
Decal Options: 2
Manufacturer: Revell® AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Yokosuka Navy Type 14 E1Y2

Scale: 1/72nd
Kit No.: B18
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 70
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



Navy Type 10 1MF4

Scale: 1/72nd
Kit No.: A21
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 39
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



Navy Type 93 3MT5/3MT5A

Scale: 1/72nd
Kit No.: D01
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 113
Also Include: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



MBR-2bis

Scale: 1/72nd
Kit No: 72001
Price: £12.95
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 91, Clear 20
Decal Options: 14
Manufacturer: M-Avia



SAAB Viggen RE-ISSUE

Scale: 1/144th
Kit No: 00105
Price: £2.99
Origin: Crown
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 30 (Grey), Clear 1
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Lockheed F-104 Starfighter RE-ISSUE

Scale: 1/144th
Kit No: 00106
Price: £2.99
Origin: Crown
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 32 (Grey), Clear 1
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Piper Cherokee Arrow RE-ISSUE

Scale: 1/72nd
Kit No: 00060
Price: £2.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 36 (Grey), Clear 3
Decal Options: 3 (UK, USA & Finland)
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Messerschmitt Bf 109E RE-ISSUE

Scale: 1/72nd
Kit No: 02048
Price: £3.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 47 (Grey), Clear 1
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Scottish Aviation Bulldog RE-ISSUE

Scale: 1/72nd Kit No: 00061
Price: £2.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 32 (Grey), Clear 6
Decal Options: 2 (Swedish & RAF)
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Junkers Ju 87B/R Stuka RE-ISSUE

Scale: 1/72nd
Kit No: 03030
Price: £5.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 52 (Grey), Clear 1
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



BAC 1-11 RE-ISSUE

Scale: 1/144th
Kit No: 03178
Price: £5.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 39 (Grey), Clear 3
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Hawker P.1127 RE-ISSUE

Scale: 1/72nd
Kit No: 00033
Price: £2.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 36 (Grey), Clear 1
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



Douglas A-1J Skyraider 'US Air Force'

Scale: 1/48th
Kit No: 61073
Price: £22.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 241 (Grey), Clear 5
Also Includes: 12 Poly Caps
Decal Options: 2
Manufacturer: Tamiya Inc.
UK Distributor: Richard Kohnstam Ltd



Messerschmitt Me 262A-1a/U3

Scale: 1/72nd
Kit No: 04146
Price: £3.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 53 (Green), Clear 3
Decal Options: 3
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Focke Wulf Fw 190F-8/R-14

Scale: 1/72nd
Kit No: 04147
Price: £3.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 45 (Grey), Clear 2
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Boeing CH-47D Chinook

Scale: 1/144th Kit No: 04459
Price: £5.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 89 (Green), Clear 15
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Messerschmitt Me 262A & P-51B 'Combat Set'

Scale: 1/72nd
Kit No: 04151
Price: £5.99
Panel Lines: Recessed ✓
Status: Repackaging ✓
Type: Injection Moulded Plastic
Parts: Plastic 96 (Grey & Aluminium), Clear 5
Decal Options: 1 Each
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Mistel 5 (He 162A-2 & Arado E.377a)

Scale: 1/72nd
Kit No: 04145
Price: £8.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 55 (Grey), Clear 4
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Focke Wulf Fw 190D-11

Scale: 1/48th Kit No: 04548
Price: £10.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 90 (Grey), Clear 5
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.



Bachem Ba 349A Natter & Launch Tower

Scale: 1/48th Kit No: 04613
Price: £10.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 86 (Grey), Clear 3
Also Includes: Length of Cotton
Decal Options: 3
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Lockheed Martin **F-117A Night** **RE-ISSUE**
1:48



Lockheed-Martin F-117A Nighthawk

Scale: 1/48th
Kit No: 04545
Price: £12.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Monogram (USA)
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 114 (Grey), Clear 13, Etched 21
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **F-15 E Strike Eagle**
1:48



McDoll F-15E Strike Eagle

Scale: 1/48th
Kit No: 04550
Price: £16.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Origin: Monogram (USA)
Type: Injection Moulded Plastic
Parts: Plastic 169 (Grey), Clear 5
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.


Revell Grumman **F-14A TOMCAT**
1:72



Grumman F-14A Tomcat

Scale: 1/72nd
Kit No: 04322
Price: £9.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 97 (Grey), Clear 4
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.


Revell Agusta **A-109 KM (Military)**
1:72



Agusta A-109 KLM (Military)

Scale: 1/72nd
Kit No: 04456
Price: £6.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic 56 (Green), Clear 14
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **Tornado ECR** **RE-ISSUE**
1:72



Panavia Tornado ECR 'Tigermeet'

Scale: 1/72nd
Kit No: 04617
Price: £8.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 145 (Grey), Clear 10
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **Bo 105 PAH 'Hornisse'** **RE-ISSUE**
1:32



Bo 105 PAH 'Hornisse'

Scale: 1/32nd
Kit No: 04453
Price: £12.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 144 (Green), Clear 9
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **Bell 412 Klu / RAF**
1:72



Bell 412 Klu / RAF

Scale: 1/72nd
Kit No: 04461
Price: £8.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic 47 (Yellow), Clear 13
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Northrop **F-5E Tiger II** **RE-ISSUE**
1:48



Northrop F-5E Tiger II

Scale: 1/48th
Kit No: 04556
Price: £10.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Monogram (USA)
Type: Injection Moulded Plastic
Parts: Plastic 64 (Grey), Clear 2
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Airbus **A 321 Swiss** **RE-ISSUE**
1:144



Airbus A321 Swissair

Scale: 1/144th
Kit No: 04247
Price: £8.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 55 (White), Clear 3
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.


Revell **F-4F PHANTOM II** **RE-ISSUE**
1:72



McDoll F-4F Phantom II

Scale: 1/72nd
Kit No: 04615
Price: £8.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 95 (Yellow), Clear 8
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

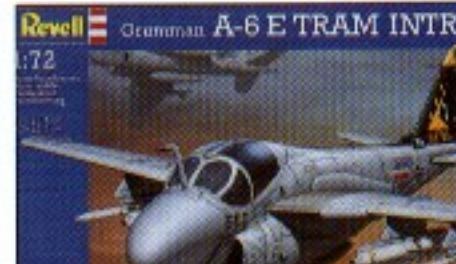
Revell **TORNADO 'SPIRIT OF BOELCKE'** **RE-ISSUE**
1:72



Panavia Tornado 'Spirit of Boelcke'

Scale: 1/72nd
Kit No: 04390
Price: £8.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 123 (Blue), Clear 10
Decal Options: 1
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Grumman **A-6 E TRAM INTRUDER**
1:72



Grumman A-6E TRAM Intruder

Scale: 1/72nd
Kit No: 04614
Price: £10.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic 106 (Grey), Clear 5
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Boeing **B-52 D Stratofortress** **RE-ISSUE**
1:72



Boeing B-52 D Stratofortress

Scale: 1/72nd
Kit No: 04608
Price: £29.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 127 (Green), Clear 6
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **Saab JAS 39A Gripen**
1:72



SAAB JAS-39A Gripen

Scale: 1/72nd
Kit No: 04611
Price: £8.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic 72 (Grey), Clear 6
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell **Me 163 B-1a** **RE-ISSUE**
1:48



Messerschmitt Me 163B-1a Komet

Scale: 1/48th
Kit No: 04546
Price: £9.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 69 (Grey), Clear 4
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

Revell Dornier **Do 335 A-1** **RE-ISSUE**
1:72



Dornier Do 335A-1 Pfeil

Scale: 1/72nd
Kit No: 04324
Price: £7.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 108 (Grey), Clear 5
Note: Etched components from original release retooled in plastic in this version
Decal Options: 2
Manufacturer: Revell AG
UK Distributor: Revell®, Binney & Smith (Europe) Ltd.

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By Iain Wyllie

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GAE publications (It/Eng. text)

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TM48/511-Codes and serials AMI (black)- Euro 6,20
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Resin Conversion Kit

OWC 01 - SAVOIA MARCHETTI SM 83 - 1/72 - Euro 36,15
OWC 02 - CRDA CANTZ 506 civilian - 1/72 - Euro 28,41
OWC 04 - AVRO LANCASTRIAN - 1/72 - Euro 25,31
Resin Full Kit (No decals)
OWK 01 - AVIA FL 3 closed canopy - 1/72 - Euro 33,57
OWK 02 - AVIA FL 3 open canopy - 1/72 - Euro 33,57
OWK 03 - SAIMAN 202 M - 1/72 - Euro 33,57
OWK 04 - SAVOIA MARCHETTI SM 89 - 1/72 - Euro 74,89
OWK 05 - FIAT G 18 - 1/72 - Euro 77,47
OWK 06 - CANTZ 1015 Torpedo Bomber - 1/72 - Euro 77,47
OWR 01 - REGGIANE Re 2001 Fighter - 1/48 - Euro 54,23
OWR 02 - REGGIANE Re 2001 Delta - 1/48 - Euro 54,23
OWR 03 - REGGIANE Re 2001 Night Fig - 1/48 - Euro 54,23
OWR 04 - REGGIANE Re 2002 Fighter - 1/48 - Euro 54,23

UPGRADE SETS 1/72

OWS 01 - Nacas engines etc for SM 82 - Euro 18,08
OWS 02 - Nacas engines etc for SM 79 - Euro 18,08
OWS 03 - Nacas engines etc for Caproni Ca 133 - Euro 12,91
OWS 04 - Nacas engines etc for CZ 1007 bis - Euro 23,24
OWS 05 - Correct wings for SM 79 - Euro 23,24

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Technical Data

Scale: 1/100th
Price: £TBA
Panel Lines: Raised/Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: 126 Plastic, 16 Clear
Decal Options: 1
Manufacturer: Doyusha Model Co., Ltd.
UK Source: Euro Models.

The Kit

Wow, 'a monster', the only description I can manage. There cannot be many larger kits in injection moulded plastic than this. It comes in a very large box, so don't expect to sneak this one past your wife! Moulded in white plastic with a black plastic sprue for tyres/engines and other small parts. It looks like two different companies did the work as the fuselage has raised panel lines and the wings have engraved lines. Even then some are quite fine while others are 'trenches'. Overall this is quite disappointing on a model this big.

Instructions

These consist of a very nice A4 booklet, with easy to follow diagrams and photos of the real thing (although some of these are too dark to help much). Unfortunately the parts don't seem to have all the locating pins that are shown in the diagrams.

Construction

Starting with interior construction there is a nice upper deck lounge, cockpit and a cabin floor. There are no seats on the lower deck though. This all looks good and detailed painting instructions make it look quite good

when completed. Unfortunately it doesn't fit when you put the fuselage halves together, so my advice is to throw it all away except the lower deck and the cockpit area. The reason for keeping the lower deck is that it forms the fuselage undercarriage bay. Even this will need a lot of trial fitting and trimming to fit though. The fuselage windows are provided on a rather thick clear plastic sprue. As the fuselage halves were badly warped and didn't fit very well, I decided to omit these. After sanding the raised panel lines off and filling the gaps I didn't fancy masking all those windows for painting. The fuselage was so



badly warped it took me nearly a week of gluing and clamping to get a respectable joint - very poor. The fuselage locating pins are spaced too far apart to be any help in holding the halves together. Happily all the flying surfaces went together well. The engines are very nice with separate hot and cold sections, but then the trouble started. The pylons fitted where they touched (and that wasn't very often) and the engine cowls were only finally

fitted with lots of cursing, thick superglue and zapper. Lots of filler was used on these engines as well as on the underwing fillets which must have been designed for another kit as they certainly didn't seem to belong to this one!

Accuracy

It actually looks like a good representation. The trailing edges are too thick and the engines don't look quite right, but I couldn't find any decent references to check. The kit scales out at 1/94th scale for the span and 1/98th scale for the length according to my

that doesn't seem to match any of my paint manufacturers' lists.

Decals

One very disappointing set of old colours for United Airlines. They are nice and glossy, but there are no stencils or detail decals. This makes them very basic and not really useful for something in this size. I believe there are aftermarket decals available but don't know how good they are. The kit decals are very very brittle and took an age to release from the backing paper. They did adhere well at first, but when dry seemed to want to flake off so coat the entire model with Johnsons Klear (Future) as soon as they are dry. Micro Sol/Set were used to make them settle, but I had to use lots of it to make it work. The nose stripes have cuts in them to make them fit the complex contours but you will need to make a few more for a perfect fit.

Decal Rating = 5/10. (should and could be a lot better)

Conclusion & Recommendations

Well, it's very impressive when built, but it took me the best part of three months to make and it needs a lot of work. For an accurate representation you will need to do a lot of extra work and detailing, but I have seen pictures of one with full flaps lowered and if you didn't know better you would have thought it was the real aircraft. It is not one for beginners, but you certainly get a lot of plastic for the money. Really I wouldn't recommend it to anyone but the most dedicated airliner modeller, as it is a difficult build and as a result, it is not much fun.

My thanks to Euro Models for the review sample

Paul Gold

Martin-Baker Tankbuster

Technical Data

Scale: 1/72nd
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 18, Clear 1
Decal Options: N/A
Manufacturer: Unicraft
Obtain in UK via: Hannants & The Turntable



The Kit

This kit is definitely an odd one. It comes in a slim box with a colour illustration of the type in Western Desert markings. Inside, the parts are enclosed in a sectioned plastic bag of dubious quality. The parts themselves are cast in a blue-grey resin, have recessed panel lines but also have a lot of flash that will need trimming off. In fact there is a small slip of paper stating that the resin used is of a brittle nature. This I discovered while building the

kit! Interior detailing is virtually non-existent consisting of only a crude instrument panel and two-part seat. A small vacform canopy is included to cover the opening.

Instructions

There is very little to these with only an exploded view of the parts and no real assembly sequence. A colour print out of the desert colour scheme and a scale drawing complete the paper work. No mention of FS or other paint references are included, but there again the machine didn't exist so it doesn't really matter.

Construction

I began by cleaning up all the parts of all that flash and heavy mould seams. The fuselage halves were sanded on the inner faces as one would with a vacform kit. As there is no real sequence, I joined the halves together and once satisfied with the line up of the two parts I cleaned up the join and inserted lots of small pieces of lead and blobs of plasticene to give it some nose weight. I then continued by fixing the one-piece wing to the fuselage and followed this by attaching the twin boom layout. I must add here, that all the parts are

butt-joined, therefore alignment remains with you and careful use of super glue. Before the Stuka type undercarriage was added I filled all the gaps and tiny air holes along the leading edges of the flying surfaces with filler and left it to harden before sanding down. The rather large scoops on either side of the body need filler applied around the join as well. Those Stuka legs are fitted to positions on the undersides by referring to the drawing and a bit of guesswork!

It was now that I found out that I hadn't put enough weight in earlier so I had to cram some more in through the tiny cockpit opening until it balanced on its feet and even then it is just about enough. Just as well I didn't detail the cockpit area, as I wouldn't

have the space for all that lead!

The last item I needed to add was the vacform canopy after suitably trimming down to size and then the prop, but I found the supplied parts were not that good so I used a spare Spitfire five-blade to suit the Griffon power plant. As you can see there is very little to building this kit and it can be carried out in an evening.

Accuracy

Dimensions are given with a brief history of the subject. As I have never heard of this project by Martin-Baker, I am not going to try to verify the accuracy of the dimensions with those of the kit and so I will pass on this matter even if it did only exist on paper.



Colour Options

As I mentioned earlier, an aircraft in desert colours is suggested, complete with shark mouth and 6 Squadron codes. I thought long and hard about what scheme to finish the model in until it was suggested to me, by an Air Force friend, that a coastal defence machine to counter the E-Boat threat would make an interesting finish. So I delved into my

decal spares and created a Fleet Air Arm/Coastal Command paint scheme with codes depicting a 248 Sqdn. detached flight machine based on the south coast to counter further 'Channel Dash' attempts by the German Navy. The idea was that being armed with a 6 pounder would be enough to sink a battleship...! Sorry, I went into a dream just then and was getting a bit carried away. Oh well, back to reality.

Decal Options

There are none, so no comment here except to say that I used various roundels, letters, stencils and bits from my surplus stock which I was able to use up to decorate this model.

Conclusion & Recommendation

It is a very simple kit to put together with only the cleaning up of the parts that takes a little

time. As for subject matter, it is one for the 'what if' specialists to whom I can recommend it. It certainly is off beat, even for me, and can easily get you into the 'other world' as I found out.

My thanks to Unicraft for the review sample.

Paul Janicki

MBR-2bis (Beriev Be-2)

Technical Data

Scale: 1/72nd

Price: £12.95

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 70 (Grey), 18 (Clear)

Decal Options: 14

Manufacturer: M-Avia

Obtain in UK via: Hannants



The Kit

Eight busy sprues in a polythene bag are tightly packed in a well printed if lightweight cardboard box, which also contains six sides of instructions on A4 and a well printed decal sheet.

The major injection parts are cleanly and robustly moulded with little flash, but with some sink marks in the fuselage sides corresponding to the internal rib detail. Surface detail is good, while injection gates are a trifle heavy. Clear parts, principally the two piece canopy and rear turret, are good. Inclusion of green and red tinted clear wingtip navigation lights is excellent! The five sprues of smaller parts are finely done, if not quite of the highest quality current. The overall impact on opening the box is very pleasing indeed.

Instructions

M-Avia credit the 'Model Group Dnieper' with assistance in producing this kit, and it may be their influence which has resulted in a particularly clear and information-packed instruction sheet with ten relevant photographs. Potted history and data block, parts identification diagram, Testors and Humbrol paint reference, ten-stage exploded view construction sequence and side and plan views for all fourteen decal options are included. Picture quality could be better, but the only disappointment is the omission of a good front elevation!

Construction

The construction sequence recommended looks logical except for steps two and seven dealing with the float assembly and landing gear (not a beaching kit) respectively. Follow the sequence and you have to guess the relative angles of the parts. It is much easier

to fit the float and struts to the completed wing and glue the landing gear parts to the fuselage.

The fuselage is built up from two fuselage sides, a planing bottom, wing centre section, bow decking, canopy and aft fuselage decking, which also carries the tail plane. The two sides are glued at the bow and stern post first and allowed to set hard. The planing bottom can then be attached after careful preparation with a sharp knife and file to secure the best fit. Tacking with super glue enabled the best fit to be achieved along the joins, but even then filler had to be used to create a satisfactory finish. When this has set hard the inside can be painted and the internal fittings added. Cockpit detail is at an acceptable minimum so there is plenty of scope for detailing.

I then added the bow deck aft deck and wing centre section in that order, followed by more filler and sanding.

The upper and lower wing panel mating surfaces benefit from sanding towards the tip to prevent overly thick tips from spoiling the model. This was achieved by sanding on wet emery and comparing the effect at frequent intervals with the photographs in the instructions and other reference material. Inboard wing flaps are fitted to the lower wing panels and the instructions suggest that these are fixed before the upper and lower panels are joined. Once again it proved more satisfactory to complete the process in reverse. This way it's possible to ensure by gentle filing, that the flap and wing trailing edges are sufficiently refined and the flap sits correctly. A significant amount of plastic was removed from the aileron to create a fine trailing edge. Thus the rib detail had to be re-scribed before attachment.

The complete port and starboard wings should then marry to the centre section and create the correct dihedral. Once fitted my MBR had excessive dihedral, and there was no alternative but to cut the join open chord-wise at the centre section and insert plastic card till a more realistic angle was achieved. This seems to be about 7°, measured from the horizontal to the wing under-surface, but without reference to accurate plans this can only be an educated guess.

After that the only teaser proved to be the fit of the canopy... initially it didn't. The solution was to offer the canopy up to the wing centre section and mark with a felt tip where the front overlapped the fore-deck. This showed that two wedge shaped triangular slivers of plastic needed to be removed from the rear of the fore-deck on each side. When this was done the fit was satisfactory.

As construction draws to a close the modeller has to decide whether to complete the machine as a straight flying boat (and perhaps use the three-part clear plastic stand thoughtfully provided) or exercise the option of the wheeled gear fitted to give greater operational flexibility. I did this forgetting that I had installed the three-branch exhausts applicable only to 'Red 6' of the Baltic Fleet in 1941 rather than 'Red 8' from 1942 with the catchy motto 'In fight for a Motherland' on the nose, which used the standard six-stub exhaust also provided.

Painting was completed using a variety of paints, with Halford's Toyota Silver providing the main pigment for the airframe.



Colour options

Decals and instructions are provided for eight Russian aircraft, five schemes for three Finnish operated machines and one North Korean post war MBR. The Russian machines are silver or silver with green scribble finish, grey with green scribble/mottle or black & green upper surfaces and blue underneath. The Finnish machines are silver, black/green/blue and an alternative decal set for the Russian grey with green scribble/mottle aircraft immediately post capture. Very careful thought has obviously gone into the choice of aircraft. The options of different schemes for the same aircraft at different stages in its life could be copied with profit by other manufacturers.

M-Avia have certainly maximised the potential of their offering in an economical and creative way!

Accuracy

Accuracy is close to 100% dimensionally if you accept (as I do) M-Avia's figures and the proportions match available photographic references.

M-Avia quote the span of the MBR2 as 18.8m and the length as 13.5m. Sources

such as Jane's 1945 & William Green's 'War Planes of the Second World War, Volume 5 Flying Boats' quote 43 feet 11.5 inches and 30 feet 2.25 inches respectively or about two thirds the Russian dimensions.

The 'Russian' dimensions look in proportion with crew photographs and a machine with a crew of five carrying 500kg of bombs on 750hp with a span of about 60 feet is a lot more credible than something slightly larger than a Spitfire.

Decals

Decal quality is very acceptable. The backing sheet is continuous and so each item must be carefully cut out. The decals are thin, have dense colour and conform well, but are a little fragile and after initial

application 'grab' quickly leaving a minimal amount of time for positioning. I destroyed both fuselage stars by being careless and used slightly smaller replacements from the spares box.

Decal Rating = 7/10.

Conclusion & Recommendation

M-Avia's MBR-2bis is highly recommended. An excellent, well researched kit executed and presented with imagination, which should appeal to all flying boat fanatics, Russian aircraft fans and lovers of the exotic alike, it's also jolly good value for money!

Entirely suitable for the modeller who is patient and prepared to use sharp knife and files to achieve the best fit of the various parts. The moulding quality is impressive, but the bits do need just a little tweaking to achieve a satisfactory fit.

My thanks to M-Avia and the Model Group Dnieper for the review sample and for filling yet another important gap in WW2 aviation in 1/72nd scale. More please!

Simon Snape

Ryan STM/PT-20

Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd
Price: £10.00
Kit No.: 72007
Status: New tool/v
Panel Lines: Engraved/v
Fabric effect: Raised/v
Type: Limited-Run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 21 (Light Blue), White Metal 1, Vac-formed Clear 2
Decal Options: 4
Manufacturer: High Planes Models
Obtain in UK via: Hannants



The Kit

High Planes eschews fancy boxtop artwork, but packs everything carefully in separate zip-loc bags within a strong, plain white box, end-opening (well, you can't have everything), with a wrapper carrying a simple line drawing of the subject. Injection moulded parts are in HPM's usual pale blue plastic (whose colour reminds me so much of my very first plastic kit, the legendary 'two bob' Airfix Spitfire, bought from Woolworth's, naturally). Sprue gates are thick and flash abundant. Don't be deterred. Beneath the seemingly rough exterior the parts themselves are finely moulded, with elegant external detail, every bit the equal of many of the big names, and much better than some. Care in preparation and trial-fitting are paramount though, but we are supposed to be modellers, aren't we?

Instructions

Two sides of A4 giving building instructions, exploded views, rigging diagrams and eight-view painting/decalling guide.

Construction

Once I'd removed the components from their sprues and cleaned up flash and sprue gate remnants, I used a 0.4 mm drill to open up the marked holes for the bracing wires in wing, fuselage, fin, tailplanes and undercarriage legs. Assembly began with the simple cockpit interior, comprising floor, two seats, control columns and a pair of instrument panels with indentations to represent the dials. I added seat harnesses and instrument panel decals from the spares box. The exact location of the cockpit assembly within the fuselage halves is not well defined, so trial fitting is advisable. With the fuselage halves assembled attention turned to the one-piece wing. This was the only place where I used filler, to fair-in the lower wing-to-fuselage join, which the instructions warn will

probably be necessary. I quote: 'Things sometimes move on these limited-run kits, but if there are only 400 being made...you can ask for moulding perfection from Tamigawa'. Indeed, and you don't always get it from them, either. The tailplanes simply butt-join to the fuselage, and the nosebow is added after opening out the various cooling inlets and drilling a hole for the propeller shaft. I added a five-thou Plasticard ground-adjustable trim tab to the rudder. Each of the Ryan's trousered-and-panted landing gear legs is supplied in two halves, incorporating the wheels. To avoid complicated masking I elected to leave these off until after painting, but first assembled and trimmed them for best fit, then scribed their location on the lower surface of the wing and drilled holes for short brass wire pegs to aid later installation. At this stage I also left off the short wing bracing struts, I later substituted Contrail strut stock for the supplied parts. Once painting and decalling had been completed I installed the landing gear, including the finely cast

dimensions quoted in The Ryan Guidebook. I have only one reservation regarding accuracy, concerning the shape of the cockpit cut-outs. As moulded they are semicircular in profile, which is correct for the civilian ST/ST-A Sport Trainers from which the STM and PT-20 derived, but on these military variants the cut-out was widened slightly, with a flat lower edge, for better entry and egress by pilots wearing military flying kit and parachutes. It's a minor fault that takes but a couple of strokes with a file to put right.

Colour Options

Four colourful schemes are provided. The first is a US Army Air Corps PT-20 numbered 60, with natural metal fuselage and orange-yellow wings and tail unit. Other choices are Dutch Air Force STM serialled RO12 with natural metal fuselage, aluminium doped flying surfaces and black-bordered orange triangle insignia on fuselage sides and beneath the wings; Dutch Navy STM S-14 in the same colour scheme but with insignia in six positions and an orange/black rudder; and Royal Australian Air Force STM A50-12

machine. After a coat of white primer I painted the rudder in gloss white to provide a good backing for the stripe decals, then airbrushed Xtracolor X106 (Insignia Yellow) on the wings, tailplane and fin. For the natural metal fuselage I airbrushed on Woolworth's Cover Plus Aluminium (so easy to use and very quick drying, but alas, no longer available), then polished with a small piece of chamois leather lightly coated in Rub'n Buff Silver Leaf.

Decals

High Planes decals are invariably excellent, very thin but tough, with no tendency to curl over or break up. The only problem I encountered was slight translucency of the white stars in the US national insignia over the bright yellow wings. No setting solutions were needed.

Decal Rating = 9/10.

Conclusion and Recommendation

Having now built several High Planes kits I have become a devoted fan who eagerly awaits each new release (let's have that promised STM-S seaplane soon, HPM!). Provided care is taken in preparing the



white metal tailwheel, then added struts, exhaust stubs from stretched tubing, a wire pitot tube beneath the port wing (not supplied nor shown on the instructions) and a stretched sprue fuel tank sight gauge ahead of the front cockpit. Rigging came from rolled-out fine wire bought at a country fair and intended for use by anglers for fly-tying. The final task was to add the two vac-form windscreens, with a short crash pylon passing through the front screen.

Accuracy

Span and overall length scale up absolutely spot-on with the full-size

camouflaged in Foliage Green and Earth Brown over Trainer Yellow with blue/white roundels and fin flashes. The instructions note that the given camouflage pattern for the RAAF aircraft is speculative, no detailed photographs having been found.

I already have a 1/48th USAAC PT-20 in my collection, built from the old Hawk/Testors kit, and initially I decided to finish this one in the Dutch Navy scheme. However, in the event (and because I was building this kit in tandem with the MPM Fairchild PT-19 reviewed elsewhere), I was unable to resist those yellow wings and opted for the USAAC

parts and trial fitting, they are little more difficult to build than mainstream kits. The Ryan, previously available in this scale only as a vac-form or one obscure, more expensive and generally horrible short-run kit, fills another gap in the significant trainers collection and-rigging aside-would make a good starter for those new to limited-run modelling.

My thanks to High Planes Models for the review sample.

Mike Jerram

Simply the best...



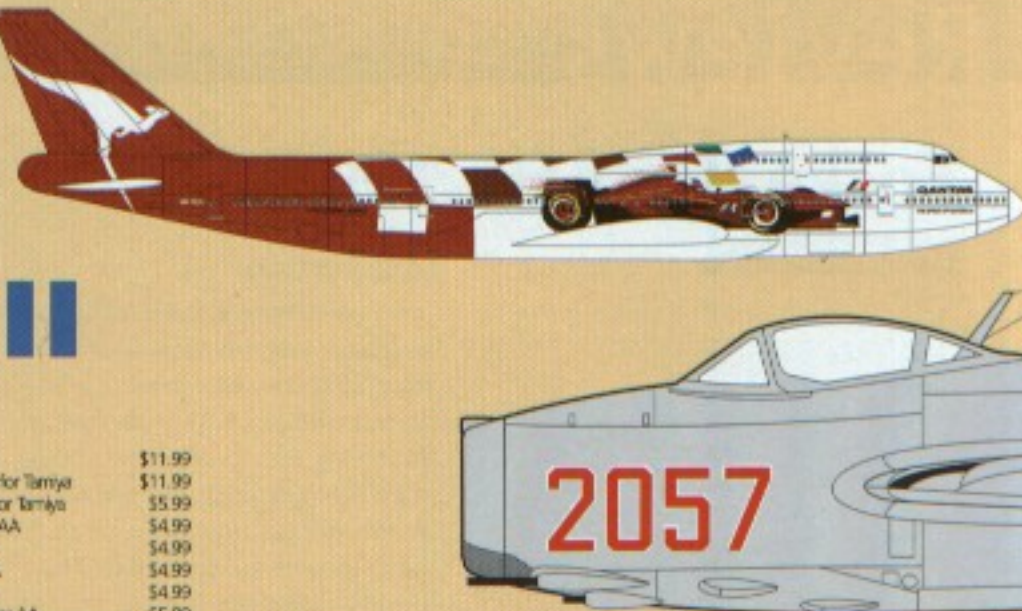
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1/32		
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1/72		
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Resin Sets

1/32		
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1/35		
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1/48		
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1/72		
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Teknics 1/48

TK48071	F7F Landing Gear (nose and main) in LOST WAX CAST BRASS! This is a truly amazing set, and it will NEVER sag or droop! It's very expensive, but there's a LOT of brass (and DETAIL!) there for the price!	\$24.95
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Focke Wulf Fw 190D-9

Technical Data

Scale: 1/72nd
Price: £4.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 39, Clear 4
Decal Options: 3 (IV/JG3, JG4 & I/JG301)
Options: Two styles of main canopy (standard or 'blown') Centreline drop tank.
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway

The kit

Inside the standard Academy size box you get three sprues of light grey plastic and two sprues of clear for the canopies. The quality appears excellent with crisp mouldings and finely recessed panel lines.

Instructions

These come in the form of a single sheet, folded to give eight separate sides. On these you get a short history, a parts map, painting and decal plan, stencil location plan and the construction diagrams. Construction is described in eight easy to follow stages with detail painting called out at each stage as seems to be the norm these days. Overall, very good.

Construction

Construction starts with the cockpit interior, consisting of tub, seat, joystick and lower instrument panel. After painting in RLM 66 this is sandwiched between the fuselage halves along with the upper instrument panel. The top decking, cowl and tail-planes are also added at this stage. So far no filler. The wings were now assembled, holes opened for the centre-line tank and added to the fuselage. Again no filler. The under-carriage was added next as were the various gun barrels and aerials and the super-charger intake. The only real problems with the construction are, the pitot tube (part B4) should be on the starboard wing and the tailplanes are the wrong shape completely and should be replaced.

Accuracy

'Axis Aircraft of World War II' by David Mondey gives the span as 10.50m and the length as 10.20m. The kit scales up to 10.40m and 10.08m respectively making it acceptable in this scale.

Colour Options

Three colour options are given. The first option is for an aircraft of IV/JG3 flown by



Oscar Romm. Options two and three are the wrong way round on the instruction sheet. Option two should be from I/JG301 and option three is from JG4. All aircraft are finished in various schemes of RLM 75/76/83.

Decals

These are typically Academy being very glossy, having a very thick and stiff carrier film and having fairly poor register. They do actually let the kit down. No swastikas or spinner spiral are included. Most of the decals react well to Micro Sol and Set except the fuselage band which is fairly difficult to apply. Colour density is poor as well with the white being translucent. With all the

national markings being in white I thought it logical that the swastikas would also be white. Further research suggests that they may have been black. The spinner spiral came from the spares box.

Decal Rating = 4/10.

Conclusion & Recommendation

Although it has its faults it is an excellent kit. Replace the decals and the tailplanes and it could be a little beaut. Recommended to all skill levels.

Thanks to Toyway for the review sample.

Gordon King

Photography by Alasdair King

Rumpler C.I

Technical Data

Manufacturer: Choroszy Modelbud
Scale: 1/72nd
Price: ETBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 47
Also Included: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy Model-Bud

The Kit

A plain white box with a stick-on colour label contains all the resin parts in three plastic bags. The parts are free of excess flash with the exception of their moulding templates and flash membranes that are part of the moulding process so will need some cleaning up first. The detail is crisp and the engine, cockpit detail and wing ribbing are well represented. Some of the parts are very fragile due to their size in this scale so care in extricating them from their formers is required and in the case of the wing and tail struts some warping was in evidence.

The Instructions

A folded sheet of A4 contains a brief history and vital statistics of the Rumpler but no explanation of the single decal option. The exploded assembly diagram is reasonably adequate for all but the beginner but some educated guesswork is required as to the positioning of some parts. The label on the box lid contains a side-view colour drawing of the aircraft but the painting instructions are baffling and the written instructions are very brief and of little use. However, there are four line drawings of the finished airframe that

supply all the necessary data required to build and rig this model. It is basically all there, but is not well presented.

Construction

The fuselage is in the form of a 'tub' that contains a detailed cockpit area complete with firewalls and partitions to separate the engine compartment from the cockpit. This is the obvious starting point and I began by painting in the detail. The cockpit was finished in a variety of wood colours with linen fuselage sides, then the rudder pedals and steering-wheel control column were added along with the instrument panel, pilot's seat and gunner's padded stool. All these parts are very finely moulded in resin and need little cleaning up. A final touch is the large ammo box that fills up the starboard side of the observer's position. The engine was painted and installed up front before the fuselage top is fixed into position along with the rear cockpit ring and its support that comes as a separate piece. The fit of the fuselage top was not too good and required some filling and filing to get the fuselage complete.

The tailplane and lower wings were easily added next and the tailplane strutting completed. These struts and those for the main wings are cleanly moulded and thin, but are easily distorted as a result. The top wing is in three parts, two outer sections and a small centre piece. The fit is good enough but the contours of the recess in the trailing edge above the pilot's head is poor where the three parts meet. This was remedied by gluing some scrap resin flash into the gaps and filing this to shape. All the painting was done at this point and the decals added.

Final construction began by adding the

centre struts to the fuselage and the radiator to the underside of the top wing followed by the rigging of the beast, adding the wing struts as I went, working from the centre outwards. Wheels and prop were added last and then it's time to stand back and admire!

Accuracy

The dimensions of the original machine are given in abc's World Aircraft book series as having a span of 12.15m and a length of 7.85m. This equates to 168.75mm in span and 109mm in length and the model matches these dimensions exactly and has

a photo of in an old copy of Airfix Magazine dated June 1974 (Page 589).

Decals

These are well printed and are very thin with a gloss finish and very little edge film. The only subjects I used from the sheet were the number codes for the tail (suitably modified to the new number). These went on to the gloss surface with ease and with no silvering and this with the 2mm high numbers separated and applied individually!

Decal Rating = 9/10



the look and stance of the original aircraft in the photos I have found. You can't get better than that, in spite of the fact that the instructions quote the span as being 12.5m!

Colour Options

As mentioned above, only one option is supplied. But as no explanation accompanies it, I assume this model represents a post WWI aircraft captured from the German forces and put to use in the fledgling Polish Air force. I was tempted by this unusual finish but ended up raiding the spares box for some Balkenkreutz and finishing my model as the example I found

Conclusion and Recommendation

Not for the beginner because of the instructions and some problems were encountered with the thin struts simply because the entire model is built in resin. However, I thoroughly enjoyed building it and the finished article is a cracker, and I recommend it to all WWI fans unequivocally.

My thanks to Choroszy Modelbud for the review samples.

Dan Claxton

Junkers Ju 160

Technical Data

Scale: 1/48th
Price: £N/K
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass, White Metal & Vac-formed Clear
Parts: Resin 76, Etched 22, Metal 2, Clear 1
Also Includes: Clear Plastic Stock
Decal Options: 4
Manufacturer: Lumir Vesley



The Kit

This kit of the Junkers Ju 160 is moulded in a dark green resin which has a very smooth and shiny finish. The parts are fairly tidy but do require cleaning up around the edges and some of the smaller parts are very difficult to release from the resin wafer. The panel detail is recessed and white metal is used for the main undercarriage struts. Only one vac-formed canopy is provided, plus some clear plastic sheet to form the side windows of the fuselage. There is also a photo-etched brass fret for the cockpit interior and other small details.

Instructions

The instructions are very basic and comprise four single-sided A4 sheets. These form a brief historical outline, four exploded views for construction, a sheet detailing the assembly of the seating, with additional detail sketches and a plan giving the colour and decal details.

Construction

Once the parts are cleaned up the construction began with the interior of

the cockpit and passenger compartments. The cockpit contains the pilot's seat, control column and instrument panel, this last being etched brass which can be dry brushed to give a detailed finish. The passenger section is more complex and contains the six seats. These were difficult to install as the fuselage sides are a scale six inches thick! I therefore cheated slightly and fixed these to the inside of the fuselage rather than the floor. A lot of cleaning and fitting was required to get the two fuselage halves to fit and contain all the internals. Once this was complete and the insides painted the single piece wing was attached and some filler used to smooth the joint to the fuselage. The tail and tailplanes were straightforward but did require some fitting then lots of filler to produce the joint between the fuselage and tail surfaces. The radial engine is made up from six pieces, which took some getting out of the resin casting but produced a well detailed block to fill the cowl. The undercarriage legs needed holes drilled in the wings to fit and then the doors require a slight correction to the shape and thinning. The additional undercarriage struts are very brittle and proved nearly impossible to clean up so I replaced these with brass rod. The additional sketch showed how these were assembled, but it still appears unfeasible! The cockpit glazing was left until after spraying and the side windows have to be formed from the clear plastic sheet, which proved a challenge. Also only one canopy was provided so careful trimming is required as there is no room for error.

Accuracy

The finished item measured 258mm long with a span of 297mm, which scales up to 12.38m by 14.26m. Putnam's German Aircraft of WW2 quotes the actual dimensions as 12m

by 14.32m, which is close enough and the final model does look right

Colour Options

Two colour schemes are detailed in the instructions, but a third is possible. The first is for a Lufthansa machine D-UNOR dated June 1934. The second is a Luftwaffe aircraft PF+GC of A/B 14, Klagenfurt 1942. This scheme is overlaying an earlier Lufthansa aircraft (D-UFAL) so it is also possible to create this earlier aircraft. I produced the Luftwaffe example by putting on the D-UFAL decals then overspraying the light grey before adding the Luftwaffe crosses and codes. I followed the painting details given on the instruction sheets, as shown in the photographs, however, I think it more likely that the swastikas should be on white circles higher up on the red tail, but, I've not found any photographs of Ju 160s in Luftwaffe colours to prove this.

Decals

Decals are provided for the above schemes. These were finely printed and they settled down well onto the model without any decal setting solution. The carrier traces disappeared after a light coat of matt varnish.

Decal Rating = 9/10.

Conclusion & Recommendation

This is a fairly straightforward resin kit, but needed a lot of cleaning up and fitting, especially the internals. It produces a model of an interesting and lesser known Luftwaffe aircraft. My only real complaint was the thickness of the fuselage sides which was impossible to disguise. Recommended to the experience resin modeller and Luftwaffe devotee.

My thanks to Lumir Vesley for the review sample.

Paul G. Gilson



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Aermacchi MB.339 K

Technical Data

Scale: 1/72nd
Price: £6.00
Kit No.: 10-019
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 79 (Grey), Clear 3
Decal Options: 1
Manufacturer: Super-Model s.a.s.
Sample Supplier: Hannants



The Kit

This Italian company has to date not unnaturally concentrated on producing kits of Italian aircraft and the Aermacchi MB.339K is no exception. Generally neglected by the major injection kit manufacturers, modern Italian aircraft must have a dedicated following by section of the model making community and Supermodel are to be congratulated for exploiting it.

The kit consists of two sprues of parts in light grey plastic and a separate one of clear parts. The presentation of the parts is reminiscent of earlier Airfix and Matchbox offerings, a bit chunky and lacking in fine detail. Moving surfaces are represented by recessed lines but, sadly the panel lines are raised. The canopy which is two-part, is reasonably thin with lightly detailed frame lines, and to complete the kit there is a small decal sheet and instructions. All of this is packed into a plastic bag and contained in a slim colourful box with a photograph of the real aircraft on the front, with illustrations of some small details on the sides and other aircraft in the series on the back.

Instructions

The instruction sheet relies on good sharp illustrations to indicate the position of the parts, although placing some of the smaller pieces is a little obscure especially when there are no locating points on the model. A simple history of the aircraft is included in Italian, German, French and very poor English. Three-view drawings of the prototype in both its 1980 and

1983 schemes are shown, but the shading and demarcation of the various camouflage colours are not too clear so additional research and references are essential to obtain the correct scheme. All colours are given as FS numbers but no make of paints is recommended. The instruction sheet also has photographs of the ejection seat and airbrake details and a step by step guide to applying the decals.

Construction

Assembly of the model follows the normal practice as indicated on the instruction sheet. Commencing with the cockpit, the rear of the cockpit tub must be removed because it is designed for the two seat version, I added a blanking plate and some 'black boxes' to the rear of the seat to fill the unnatural void left in this area. The cockpit bath, sides, consoles and instrument panel should be painted light grey



and decals applied before fixing the fuselage halves together, and don't forget a weight in the nose - I did! The fuselage halves in the review model fitted together very well and required little filler, as did the main plane halves. The same could not be said however when joining the wings to the fuselage where considerable filling and sanding removed the raised panel lines around these parts. Likewise the tailplanes needed filler at their roots as did the ventral fins and cannons, once the correct location for these had been established. Two types of wing tip fuel tanks are included and I chose the slim round ones for the review model. Finally I added the various aerials and airbrake but omitted the under-wing pylons and stores of which there are six in the kit. The ejection seat, undercarriage and canopy

frames were painted first and fixed in place when the rest of the model was complete.

Accuracy

I compared the finished model with Richard J Caruana's scale plans in *Scale Aviation Modeller International* July 1999 issue. The nose appeared to be a couple of mm too long and the mainplane leading edges have a slightly greater sweep and the tailplanes require a little more sweep. Aside from the nose which can be easily corrected, the other apparent inaccuracies are negligible and would not matter to all but the very exacting modeller.

Colour Options

As stated previously, there are only two colour options for this aircraft since only one prototype was produced. Unless you are very familiar with this aircraft or have additional reference material with colour photos or a colour chart of the FS shades, it will be difficult

to replicate either scheme correctly. The box art shows the aircraft in its second (1983) scheme and although this is useful as a guide it is not adequate. For the review model I chose the 1980 scheme and after applying a couple of coats of Auto Chemicals Grey Primer spray I hand painted the whole of the top surface with Testors Model Master acrylic FS 34088 Olive Green (not the recommended shade but close). Humbrol Dark Green and my own mix of Humbrol enamels completed the upper surface camouflage, and again my own mix of colours was used to achieve the underside blue, so if the shades in the photographs don't match your interpretation it's down to me! After applying the decals I gave the finished model a spray coat of Humbrol clear satin varnish.

Decals

Markings on either of the prototype finishes are minimal and this is reflected on the rather small decal sheet. The cockpit console and instrument panel and most of the information and warning decals are common to both schemes, but the first paint job carried a civil Italian serial and the Aeronautica Militare Italiana shield on its fin. The decals are well printed and adhered well to the surfaces without any problem, I settled them with Humbrol Decalfix. Score? Difficult to judge with so little to base it upon, but since I have no complaints, at least 8/10.

Conclusion and Recommendation

Aermacchi 339K is a simple model with few parts and doesn't have the sophistication that we have come to expect from a modern injection kit. The mouldings are a bit on the heavy side and this is exaggerated by the thick sprue on which they are borne, but once assembled, it builds into a neat replica of the full size aircraft. Supermodel are not a major manufacturer so we should not necessarily expect the fine detail associated with kits from the well established big boys. The panel lines could have been recessed, but the discerning modeller will scribe their own anyway and add any extra detail.

The single seat Aermacchi MB.339K strike fighter hasn't enjoyed the success of the trainer version on which it is based and only one example was built; for that reason I wouldn't expect this kit to attract overwhelming sales except perhaps in Italy but as it is basically the same kit as the trainer version, readers may interpret this review to encompass those versions also. I have to admit that I enjoyed the finished article much more than I did assembling it, but if you want an injection moulded model of this single-seat version, this is the only one available and likely to remain so. To sum up then, this is a simple kit which can be made into a nice little model with a bit of work and one that I can recommend to modellers of any experience.

My thanks to Hannants for kindly supplying the review model.

Tony Clayton

Tony's Tip

If you use a magnifying glass to apply small details, always make sure that you cover the lens after use. If left out, the sun shining through a window can at worst start a serious fire or, as happened to me, melt a hole in your favourite model.

Boeing B-47B '1st SAC Striker'

The Kit

This kit is moulded in a light grey plastic with medium to light engraving. Some of the injection gates look a little thick and are located in areas that make them difficult to remove. The plastic is quite brittle here too so you need to take care in removing any of the parts from the sprues.

Instructions

These are printed on six sides of A4; three dealing with construction and two with paint/decal options. The construction drawings are clear and accurate and the

painting guides are large enough to be useful. That said, they are printed in small dot shading for the differing colours and some are too similar to each other in their pattern to be clear.

Construction

The first step is to cut out one panel in each fuselage half; these are clearly marked with recessed lines on the inside. Repeated scoring with a curved blade cut through most of the plastic and a little tidy up with a flat file was all that was needed. I did not need to use any filler on the kit except where the sprue

locating pins were removed and as this is a natural metal aircraft I was pleased with this as I wouldn't have to do the hated preparation work and rescribing. The clear nose cone was a good fit and only needed a rough edge lightly sanded around the join to work well. A nice touch are the adjustable oleo legs. I couldn't really see this working when I read it in the instructions, but it does, very well too.

Accuracy

Very accurate: someone has done their homework at Hobbycraft, as the kit scales out at 1 in short in span and 0.2 inches short in

Technical Data

Scale: 1/144th
Price: £11.95
Kit No.: HC1250
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 74 (Grey), Clear 2
Decal Options: 2
Manufacturer: Hobbycraft
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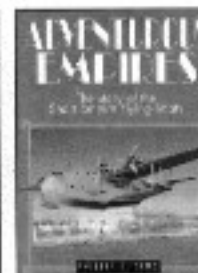
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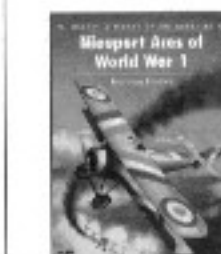


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length. This is spot-on in my book and these small differences could be due to my measuring anyway. The completed model certainly 'looks' the part.

Colour Options

Not much choice here, just polished aluminium overall except a black anti-glare panel and fin tip and burnt aluminium 'hot' engine areas.

Decals

Two options are offered on the decal sheet; one is S/No. 12071 of an unknown unit in 1952 (very uninspiring), the other is for S/No. 12212 of the 306th BW, 1951. This has a red band on the top of the fin and a 'P' in a



black square covering a large area of the fin. The decals were glossy and very thin, but be careful with the thin stripes as they did fold up on themselves as they released from the backing paper. Unfortunately someone forgot

to put the glue on the decals as most did not stick down on their own, and the slightest nudge when dry was enough to dislodge them. The best way around this is to do each one at a time and immediately cover them

with Future or your favourite gloss coat.

Decal Rating = 7/10 (Would have been higher if they stuck down but quality was good otherwise.)

Conclusion & Recommendations

A much needed kit in this scale and another brave step by Hobbycraft. A very easy kit to build except for the cutting of the holes in the fuselage. It should be suitable for everyone and is therefore highly recommended. Bring on those B-36s!

My thanks to Pocketbond Ltd for the review sample.

Paul Gold

Piaggio P.136L

Technical Data

Scale: 1/72nd
Price: \$10 (+P&P)
Kit No.: MS-73
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run & Vac-formed Plastic
Parts: Plastic 34 (Inj), 19 (Vac), Clear 3
Decal Options: N/A
Manufacturer: Broplan
Obtain in UK via: Aeroclub & Andy Pack Models



The Kit

Seaplanes have a certain appeal to aviation enthusiasts, though I don't have that many in my collection of models. The Piaggio P.136L does have unusual features which make it appealing though. My sample was supplied in a plain, sealed polythene bag. This kit is mainly vac-form with the exception of some injection parts (comprising two sets of identical sprues) that consist of the propellers, undercarriage and powerplants. Recessed panel lines are fairly well done and are not too heavily portrayed. One thing about the transparencies I noted, was the optional methods of fitting them, but more of this later. The interior detailing is in the form of seating and controls. Incidentally the plastic used is thinner than most other vac-form kits that I've come across.

Instructions

The instructions are on a single A4 sheet with an exploded construction sequence and parts layout, and on the other side a three-view showing the colour scheme. All of this is quite clear and all the parts are numbered to ease identification so they should not pose any problems during building. No detailed painting guides are included, so you are left to seek out some additional references.

Construction

The normal rules for vac-form building apply

here, such as going around the parts with a marker to guide cutting out etc., so I will skip describing this in detail as I presume the majority of readers know about this style of modelling. So, after cutting out the major parts I sanded them down very carefully, due to that thin plastic. I assembled the cockpit interior and went about deciding which method to use for the glazing. One method shown is to cut away the whole of the forward upper section of the fuselage and fit the one-piece windscreen, fuselage and side window replacement part. This may sound simple enough, but I felt that, due to the thin plastic, it would cause problems while blending it in to the main fuselage with filler. I was not happy about this option, so I decided to cut out the glazed areas with a sharp scalpel and use the optional side transparencies provided. These need to be cut down and fitted in one piece into the openings, a bit like the Airfix airliner windows. The windscreen is separated and trimmed from the one-piece moulding for fitting later. I decided to paint the insides a medium grey with black/grey for the instrument panel and cover, as this would be a safe bet due to the lack of accurate information I had. For the seating I used a dark blue. Once satisfied with the interior I joined the fuselage halves together, engaging the cockpit and strengthening tabs in the process. The next areas I dealt with were the assembly of the tailplanes and wings. These did not cause too much of a problem. I cut out the slot for the former by drilling it out and shaping it to accept the assembly and worked to the raised detail for this assembly. I opted to fit the tailplane as one piece, instead of two separate parts, to ensure that it would be horizontal.

The wings, once joined together, had the engine units fitted and blended in with filler. A wing spar is supplied among the parts, but I found it too fragile to use, so I made a new one by laminating some scrap pieces of plastic, using the kit item as a guide. This would at least make the wing to fuselage join more secure although filler is still needed to conceal the join.

I then set about assembling the main gear, which comprises the injection moulded parts, and though a bit fiddly, it is able to support the model well enough. The

remaining parts are then added to complete the build, such as the wing tip floats and tail wheel.

At this stage I noticed how light and delicate the model was. It has the fragility of an empty egg-shell!

Accuracy

The dimensions given are a wingspan of 13.53m and length of 10.78m. The model measures 150mm in length with the wings at about 190mm. So, the model is close to the real thing in both dimensions and looks OK too when compared to the drawings. I don't have pictures in any of my references of the type to support this, but I'm happy with it.



Colour Options

There is only one scheme shown on the instruction sheet. That is of an aircraft of the Italian Air Force, 84th Gruppo, based at Vigna di Valle. It is finished in overall silver with a black planing bottom to the fuselage and floats. For the wing upper surfaces it has a red sunburst pattern in true Italian fashion. No contest here! For my model, I first masked out the windows and sprayed it with a white primer (Halfords). Having checked it out for modelling faults I then coated the upper wing surface with Gloss Red, and when this was dry, I masked the areas to be left in that colour. Next it was time to spray the silver. I used Xtracolor X501 for this, as it has a nice finish to it. This done, the black was applied using Humbrol 33. All that remained was the

final detail painting.

Decals

There are no decals supplied, so I resorted to obtaining the SkyModels roundels sheet. The codes are of a suitable style and came from the Modeldecals range. With regard to the upper wing roundels, they have a white outline. For these, I was fortunate to have an extra decal sheet in the Frenks kit of the MB.339PAN. So these were duly used. As for the serials, which are very small, I decided to omit them until I can locate something suitable to use in the future. The end result is a rather stunning subject so typical of that colourful period in aviation.

Conclusion and Recommendation

For a vac-form kit, it is a fairly straightforward one to build. Great care is needed during the sanding process so as not to go through the thin plastic. Care must be taken to ensure the filler you use will not 'eat' through it either! I had an enjoyable and interesting time building this kit and can recommend it to those who are quite adept at vac-forms and who would like this amphibian in their collection.

My thanks go to Broplan for the review sample.

Paul Janicki

Friedrichshafen FF.49c

Technical Data

Manufacturer: Top Gun
Scale: 1/72nd Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓ Type: Resin
Parts: Resin 37 Decal Options: None
Manufacturer: Salon Modelarski TOP-GUN, 81-328 Gdynia, Krasickiego 12/7, Poland. Tel: +48 48 620 88 76
Obtain in UK via: Aeroclub

The Kit

The plain stout cardboard box adorned only with a black and white sticker would normally open to reveal finely cast major components in parchment coloured resin. The vertically split fuselage has internal side wall detail moulded integrally. There are four main wing sections with acceptably fine trailing edges and convincing under-camber. The port lower wing was slightly distorted. A choice of tail feathers and props to suit aircraft used by Sweden, Finland and Germany are offered. The floats each split horizontally and the host of smaller items are supplied attached to their moulding cores. The overall impression is, pleasingly, one of quality.

Instructions

These comprise two sides of A4 that offer selected profile and plan views in something approaching 1/100th scale. Cryptic and barely legible hand written notes give clues on the finish for FF.49cs operated by the three air forces referred to above.

Study of available pictures in Putnam's 'German Aircraft of the First World War' indicates that the drawings are accurate. The small three-view drawing in the Putnam's volume and a recently published 1/72nd scale plan show marked dihedral of the lower wings, whilst contemporary pictures plainly show little or none.

Construction

Through no fault of the manufacturers or SAMI this kit arrived to my hands after suffering from mechanical and solvent damage, which necessitated remedial work on the wings and both front fuselage sections.

Having resolved this little difficulty as best I could, construction proceeded in a perfectly normal way (mostly using super glue) and with little other difficulty despite the minimal instructions supplied.

Work begins by ensuring that the resin components are cut free of the moulding cores and mating surfaces sanded to the correct datums and profiles. A cockpit floor, fuel tank and pilot's seat which mounts to it and an observer's seat. It's not clear whether an instrument panel or machine gun was originally provided, due to the damage

referred to above, so I fabricated the former and omitted the latter.

Once the cockpit area is painted and finished the fuselage could be closed up and the lower wings set in place. Given the damage to the kit I was unwilling to risk major surgery on the distorted lower wing and my attempts at correction were, therefore, less than satisfactory. Top Gun's plans were consulted to ensure the correct angle of sweepback for the wings, which were pinned and glued in position. Regrettably the wing location points are not clear on the fuselage sides; I now believe that they are fixed on the review sample a quarter of an inch too far to the rear.

The top wings butt-join with no difficulty as do the optional horizontal tail surfaces.

I can't abide resin struts and used brass 'Strutz' to mount the upper wing after taking ages to ensure that all twenty four top and bottom strut sockets were drilled vertically above one another. A gauge was fashioned to help set the struts in the lower wing sockets to the right angles to achieve the correct incidence. It took only three attempts to secure the upper wing which was left overnight to harden.

The following day the cabane struts were added, the tops to the floats attached and another sixteen strut lengths measured, cut and fixed to secure the floats in place. Given the problems with the wing location referred to above this was necessarily achieved by making to the model rather than from the plan. This won't bother you because you will get the wing location right in the first place!

The German fin and rudder were then affixed and I sprayed the model with Halford's Grey Plastic Primer overall. This reflected the guidance in the instruction sheet to use 'middle grey'. After that the radiator and pipework, propeller and decals from the spares box were added after a mist with 'Klear'. I will get round to the rigging, when my present bout of nervous debility has passed.

Colour Options

As I read the instructions all three aircraft 'featured' in the instructions were 'Middle

Grey' with varying areas of matt black on the nose section and float bottoms. Albatros Productions Ltd responded to my request for advice on the colour of German operated FF.49cs by suggesting that they were probably finished in white of pale blue, like the earlier FE.33E. Given the contrast between the white edges of the fuselage crosses shown in the Putnam's reference I would go for the blue if you don't like the idea of 'Middle Grey'.

There is the Swedish No.24 with a nice penguin aft of the yellow crown insignia on the fuselage and the Finnish C72-18 of the 1920s, with blue swastika insignia, and finally 1872 of the German Naval Air Service in 1917. This aircraft, which was license built by Sablatnig is featured on page 124 of the Putnam's reference given above. With the exception of the cute penguin on No.24 none of the suggested schemes should prove too difficult for the experienced modeller to reproduce once the overall colour schemes have been verified.

Accuracy

Given that the wings are attached in the right place the model appears to have the correct proportions and scales out well against the published data. This gives the span as 56 feet 3.25 inches and the length as 38 feet 2.75 inches.

Decals

None are supplied.

Conclusion & Recommendation

Given that your sample of the Top Gun FF.49c arrives in the pristine condition that you would expect, this kit should pose no problems for the experienced resin modeller. It appears to be an accurate representation of a very tough, but comparatively little known reconnaissance aircraft, which was a thorn in the side of British forces in the North Sea in the latter part of WWI. Resin does have its limitations and modellers must be either very adept or resort to replacing the struts.

Recommended to the serious WWI modeller with access to extensive references.

My thanks to Top Gun for a worthy kit of this very interesting type.

Simon Snape



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REH050	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH051	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH052	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH053	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH054	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH055	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH056	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH057	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH058	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH059	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH060	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH061	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH062	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH063	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH064	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH065	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH066	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH067	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH068	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH069	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH070	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH071	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH072	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH073	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH074	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH075	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH076	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH077	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH078	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH079	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH080	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH081	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH082	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH083	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH084	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH085	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH086	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH087	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH088	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH089	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH090	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH091	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH092	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH093	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH094	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH095	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH096	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH097	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH098	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH099	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH100	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH101	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH102	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH103	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH104	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH105	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH106	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH107	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH108	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH109	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH110	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH111	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH112	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH113	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH114	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH115	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH116	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH117	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH118	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH119	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH120	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH121	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH122	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH123	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH124	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH125	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH126	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH127	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH128	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH129	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH130	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH131	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH132	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH133	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH134	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH135	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH136	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH137	RAF Tornado Crew; 2 figures (1:32)	\$20.00
REH138	RAF Tornado Crew; 2 figures (1:32)	\$20.00

RH139	F-4 Intake Covers; for TAMIYA (1:32)	\$8.75
RH140	Italian Pilots; WWII; Set of 3 (1:48)	\$11.25
RH141	RAF Pilots; WWII; 2 figures (1:32)	\$20.00
RH142	Aircraft Canopy Mirrors (1:72)	\$6.75
RH143	Aircraft Canopy Mirrors (1:48)	\$6.75
RH144	Aircraft Canopy Mirrors (1:32)	\$6.75
RH145	Ejection Seat Activators (1:72)	\$6.25
RH146	Ejection Seat Activators (1:48)	\$6.75
RH147	Ejection Seat Activators (1:32)	\$10.00
RH148	Cockpit Circuit Breaker Panels (1:72)	\$8.25
RH149	Cockpit Circuit Breaker Panels (1:48)	\$8.75
RH150	Cockpit Circuit Breaker Panels (1:32)	\$10.00
RH151	Aircraft Canopy Breakers (1:72)	\$8.25
RH152	Aircraft Canopy Breakers (1:48)	\$8.75
RH153	Aircraft Canopy Breakers (1:32)	\$10.00
RH154	Ejection Seat Guide Rails (1:72)	\$8.75
RH155	Ejection Seat Guide Rails (1:48)	\$11.00
RH156	Ejection Seat Guide Rails (1:32)	\$11.95
RH157	Vintage Cockpit Details (1:72)	\$6.25
RH158	Vintage Cockpit Details (1:48)	\$6.75
RH159	Vintage Cockpit Details (1:32)	\$6.75
RH160	Aircraft Placard Holders & Clipboards (1:72)	\$8.25
RH161	Aircraft Placard Holders & Clipboards (1:48)	\$8.25
RH162	Aircraft Placard Holders & Clipboards (1:32)	\$8.25
RH163	Modern Cockpit Details (1:48)	\$8.25
RH164	Modern Cockpit Details (1:48)	\$8.75
RH165	Modern Cockpit Details (1:32)	\$8.75

TALLY HO Decals 1:32

TH32001	Ju-87 B/R Stuka; 2 Sheets	\$8.00
TH48001	JV 44 Papagai Staffer/Fw190 D-9/D-12	\$7.00
TH48002	W/Cdr Karl Mrazek; 2 Sheets	\$7.00
TH48003	Ju-87 R/D Stuka; 2 Sheets	\$7.00
TH48004	Curless P-40 W/N	\$7.00
TH48005	Hurricane Mk I A/B/C	\$7.00
TH48006	"Luftwaffe Nachtjager" Steinhoff, Streib, Muller	\$7.00

TALLY HO Decals 1:48

TH72003	JV44 Papagai Staffer/Fw190 D-9/D-12	\$5.00
TH72004	W/Cdr Karl Mrazek	\$5.00
TH72005	Ju-87 R/D Stuka	\$5.00
TH72006	"Luftwaffe Fighter Code Numbers 4 sheets/White, Red, Yellow, Black"	\$8.00
TH72007	"Luftwaffe Codes w/o Outline; 4 Sheets/White, Red, Yellow, Black & Chevrons"	\$8.00
TH72008	Curless P-40 W/N	\$5.00
TH72009	Hurricane Mk I - Mk II A/C	\$5.00
TH72010	"USAF Code Numbers; 3 Sheets/Yellow, Black, White"	\$7.00
TH72011	Lockheed L-10 A/B Electra	\$7.00
TH72012	Bf109C/Fw190 A6/Bf110 C1/Bf110 G4	\$5.00
TH72013	Czech Air Force 1923-1939 Period II:2 Sheets	\$7.00

TAURO MODELS decals

TM32507	"AMI Serials/F104, F86E"	\$7.50
TM32508	F104 Low Vis Data Stencils (2 sheets)	\$12.95
TM32509	Italian F 104 Old/New Scheme	\$7.50
TM48501	MC200/9109/Ju87 CRP32 Inseg RA	\$6.75
TM48502	Bf109/Fiat G55/SF 79 Inseg ANR	\$6.75
TM48503	MB326/Fiat G91R/T33/T6/F84F AMI Badg	\$6.75
TM48504	F104/MB326/Fiat G91R/T33A/P51/P47 Roundels AMI	\$5.50
TM48505	F104/F86E Serials/Codes AMI	\$6.75
TM48506	Fw190/Ju87/D-9/D-12 Low Vis Inseg	\$6.75
TM48507	F104/F86E Serials/Codes AMI	\$6.75
TM48508	F104/F86E Serials/Codes AMI	\$6.75
TM48509	F104/F86E Serials/Codes AMI	\$6.75
TM48510	F104/F86E Serials/Codes AMI	\$6.75
TM48511	"AMI Serials/Codes/F104 Silver/F86E, G91, MB326"	\$7.50
TM48512	P-51D Flagwaffe; RAF	\$6.75
TM48513	MB326 A/C/Tornado Data Stencil	\$6.75
TM48514	AB205/Ju-119/HB206 Jet Ranger/Hughes	\$6.75
TM48515	500/SH34 Sq Numbers Italian Army	\$5.50
TM48516	Fiat G91R/G91T/F86E Data Stencil	\$6.75
TM48517	SM-79 Inseg RA	\$6.75
TM48518	F104/G91R/F86E Serials/Codes AMI	\$6.75
TM48519	F86E/MB326/F104/G91R/C47/T33 Sq Badg AMI	\$6.75
TM48520	Fiat G-91R AMI Commemorative	\$6.75
TM48521	Fiat G-55/Bf109/SM79 Sq Badg AMI	\$6.75
TM48522	SM79/Fiat CR42/G50/Bf110 Sq Badg RA	\$6.75
TM48523	T33/T6/F84F Serials AMI	\$5.50
TM48524	Ju87 Stuka Luft Serials/Sq Badg RA	\$6.75
TM48525	F84F/F86E/T6/T33A/P51/P47 Roundels AMI	\$5.50
TM48526	F104 Low Vis/DC3/C130H/P38/Spt Mdx	\$5.50
TM48527	Roundels AMI	\$5.50
TM48528	Fiat G91R/F86E Frece Tricolori	\$6.75
TM48529	F-86E Patuglia Aerobica/Getti Tonanti/Lancetti	\$6.75
TM48530	New/Cavallini Rampante	\$6.75
TM48531	P-47D USAF; RAF	\$6.75
TM48532	F104 Data Stencil AMI	\$12.95
TM48533	T33/T6/F84F Serials & Sq Nos AMI	\$5.50
TM48534	C130H/T6/F84F Serials & Sq Nos AMI	\$5.50
TM48535	Fiat G50/Ju87/Bf109/RE2000/2001 Inseg RA	\$6.75
TM48536	P38/MC200/202/205/SM79/Spt Mk V Sq Badg; Roundels; Serials & Sq Nos Aeronautica Cobelligerante	\$6.75
TM48537	F104 G Luft Post-War Anniversary	\$6.75
TM48538	"SB2C Helldiver/F84F Scrite Serials/Sq Nos AMI	\$6.75
TM48539	Italian Navy	\$5.50
TM48540	F104/Tornado Luft Post-War Anniversary	\$6.75
TM48541	T33 USAF/Luft Ejercito de L'aire	\$6.75
TM48542	P51/B/C USAAF/P51D AMI	\$6.75
TM48543	"AVBB Italian Navy/Blank Sq Badg/Nos, Serial AMI"	\$6.75
TM48544	F104 Commem "Foglio Doppio"	\$12.95
TM48545	AB205/Ju-119/HB206 Jet Ranger/Hughes	\$6.75

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

C&H Aero Miniatures

1/48th Scale
F-106B Conversion (Monogram) { \$TBA }
[r/vt/dec]

Alpha Flight

1/72nd Scale
Fiat-CMASA ICR.42 Conversion (Mister Kit)
{ \$15Euro } [r]

Airwaves

1/72nd Scale
AC72-211 RN Helicopter Flight Deck { \$5.99 }
[eb]
AC72-212 Gannet Undercarriage Bays
(Frog/Non/Revell®) { \$6.99 } [eb]
AC72-213 F-4 Phantom Wing Fold (Hasegawa)
{ \$2.99 } [eb]
AC72-214 F9F-2/5 Panther Wing Fold
(Hasegawa) { \$4.99 } [eb]
1/48th Scale
AC48-100 F9F Panther Wing Fold (Monogram)
{ \$5.99 } [eb]

Eduard M.A.

1/72nd Scale 'Zoom' Series
SS144 Grumman A-6 Intruder (Italeri) { \$TBA }
[eb]
SS146 McDD AV-8B (Italeri) { \$TBA } [eb]
SS147 Messerschmitt Bf 110C/D (Italeri) { \$TBA }
[eb]
1/48th Scale
'Zoom' Series
FE120 A-1J Skyraider (Tamiya) { \$TBA } [eb]
'Express Mask' Series
XF060 B-25 Mitchell (Accurate Miniatures)
{ \$TBA } [ma]
XF061 Bell X-1 (Eduard) { \$TBA } [ma]

Custom Aeronautical Miniatures

1/32nd Scale
R32-005 K-36 Ejection Seat { \$11.95 } [r]
R32-007 ESCAPAC Ejection Seat { \$11.95 } [r]
R32-030 Martin Baker Mk 10 (Tornado) Ejection
Seat { \$14.95 } [r]

Brigade Models

1/72nd Scale
BMK 003 Spitfire Mk XII Conversion (Italeri)
{ \$12.99 } [lm/dec]
BMK 005 Seafire Mk XV Conversion (Italeri)
{ \$12.99 } [lm/dec]

Create 301

1/48th Scale
20mm Cannon Barrels for N1K2-J George
(Hasegawa) { \$TBA } [br]
20mm Cannon Barrels for A6M Type 22 & 52
Zero (Hasegawa) { \$TBA } [br]

Omega-K

1/72nd Scale
72011 KrAZ-225L Russian Fuel Tanker { \$TBA }
[lm]

High Planes Models

1/72nd Scale
72045 CAC Avon Sabre Conversion (Fujimi or
Hobbycraft) { Aus\$18.00/£10.00 } [vdec]

Airfix

1/72nd Scale
01747 RAF Personnel { \$2.99 } [p]
01758 NATO Ground Crew { \$2.99 } [p]
01759 US NATO (Europe) { \$2.99 } [p]

NOTE: Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [] indicate the medium used as listed below

Key
ac = Acetate
br = Brass
dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic
ma = Die-cut Mask
p = Plastic (Soft)
r = Resin
vt = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)

PART

The latest batch of new etched-brass detail sets have been passed to us for review by Jadar-Model s.c.

1/72nd Scale

Subject: Flaps; P-40 Late

Scale: 1/72nd

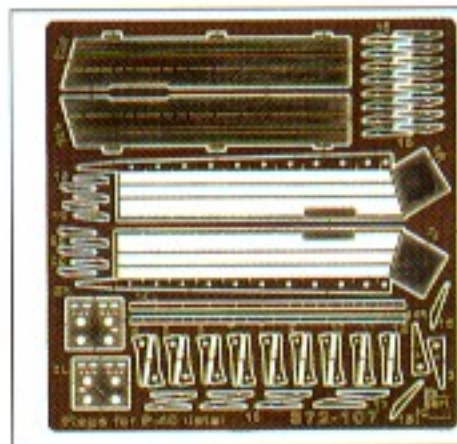
Product No.: S72-107

Type: Detail Set

Designed for: Academy & Hasegawa kits

Parts: Etched Brass 63 **Price:** \$TBA

Includes: Two main flaps, interior frames, bracing panel and all associated ribs



S72-107 (Academy & Hasegawa)

Subject: Hawker Sea Hurricane Mk IIc

Scale: 1/72nd

Product No.: S72-109

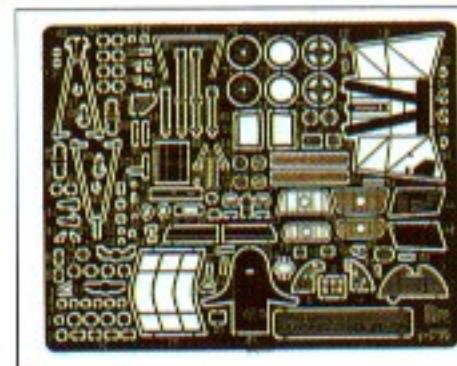
Type: Detail Set

Designed for: Revell® kit

Parts: Etched Brass 136, Acetate 7

Price: \$TBA

Includes: Instrument panel (with acetate film), seat, harness, rudder pedals, gunsight, wheel hub centres, interior framework and side consoles, control column, emergency knock-out panel, radiator matrix, pilot, landing light cover, trim tab horn balance, catapult spools, arrestor hook, carburettor ice guard and replacement canopy and windscreen framework plus acetate 'glazing'.



S72-109 (Revell®)

Subject: Flaps - Hawker Hurricane

Scale: 1/72nd

Product No.: S72-110

Type: Detail Set

Designed for: Revell® kits

Parts: Etched Brass 40

Price: \$TBA

Includes: Inserts for the interior of the wing, four flap sections and all associated ribs.

Subject: Exhaust for F-15 & F-16

Scale: 1/72nd

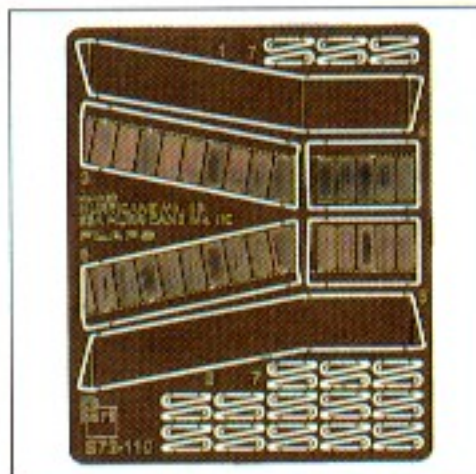
Product No.: S72-111

Type: Detail Set

Designed for: N/A

Parts: Etched Brass 73

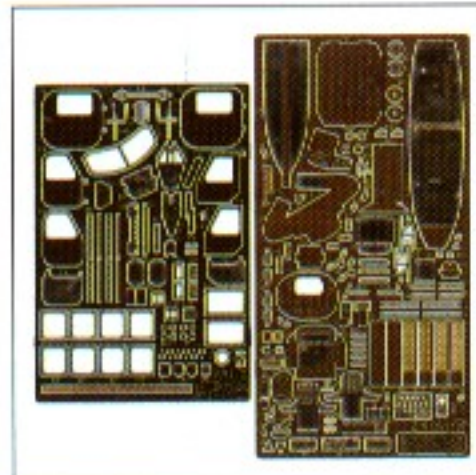
Price: \$TBA



S72-110 (Revell®)



S72-111



S72-112 (InTech)

Includes: Afterburner ring and the entire exhaust assembly to fit the F-15A, B, C, D or E and F-16A, B, C or D.

Subject: MiG-2

Scale: 1/72nd

Product No.: S72-112

Type: Detail Set

Designed for: InTech kits

Parts: Etched Brass 175, Acetate 10

Price: \$TBA

Includes: Internal floor, instrument console, bulkheads, crew seats, harness, overhead instrument panel, rotor and rotor head details, wheel hubs, fuel tank straps, access doors (with acetate 'glazing') and various vents and access panels.

Subject: Airfield Accessories for Su-22

Scale: 1/72nd

Product No.: S72-118

Type: Detail Set

Designed for: Italeri & Pantera kits

Parts: Etched Brass 38

Price: \$TBA

Includes: An 'X' frame access platform with box-cage and a similar unit with a flat access platform to reach across the wings.

Subject: Henschel Hs 129B-2

Scale: 1/72nd **Product No.:** S72-120

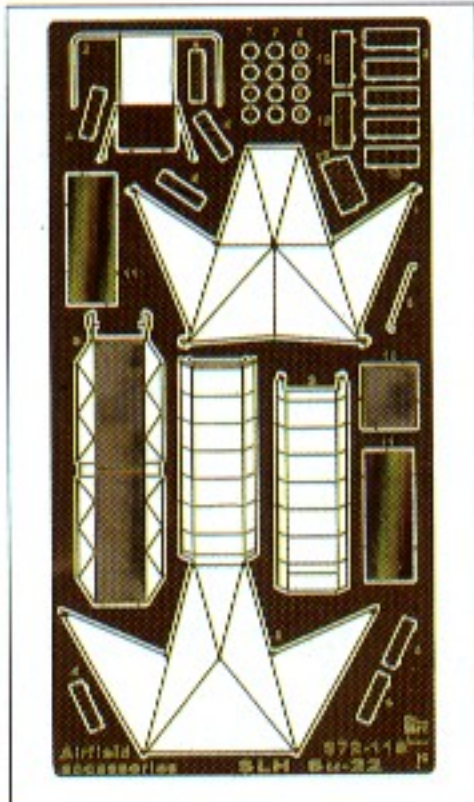
Type: Detail Set

Designed for: Italeri, Revell® & Dream kits

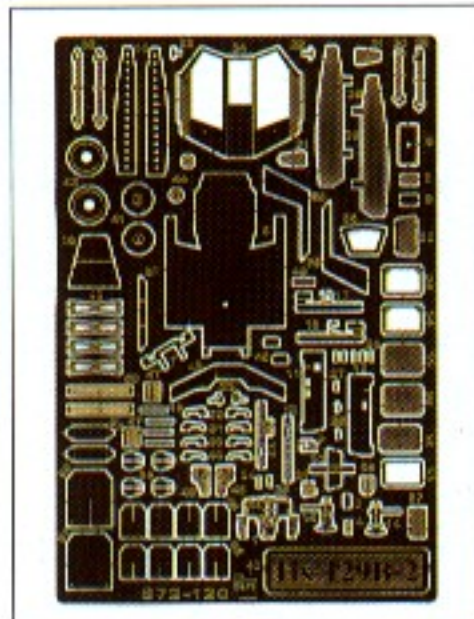
Parts: Etched Brass 109, Acetate 8

Price: \$TBA

Includes: Instrument panel (with acetate film), cockpit tub, seat, harness, undercarriage compression links, wheel hubs, undercarriage



S72-118 (Italeri & Pantera)



S72-120 (Italeri, Revell® & Dream)

door interior, fuselage access doors (radio etc), bomb fins, carburettor intake screens and replacement canopy and windscreen framework complete with acetate 'glazing'.

1/48th Scale

Subject: MiG-3

Scale: 1/48th

Product No.: S48-061

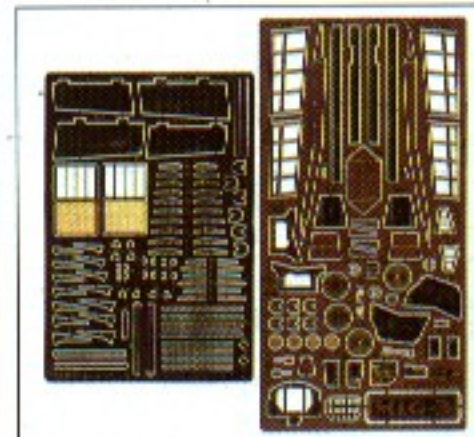
Type: Detail Set

Designed for: ICM kit

Parts: Etched Brass 157, Acetate 2

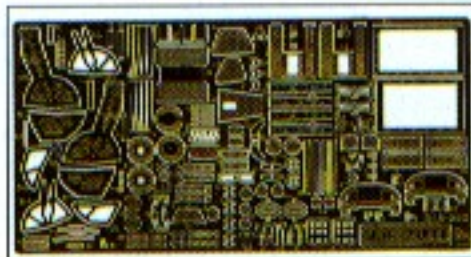
Price: \$TBA

Includes: Instrument panel with acetate film, rudder pedals, interior framework, side panels, carburettor intake screens, RS-82 fins, radiator matrix and doors, wing join seals, undercarriage doors, undercarriage leg compression links, wheel hubs and a complete set of flaps.

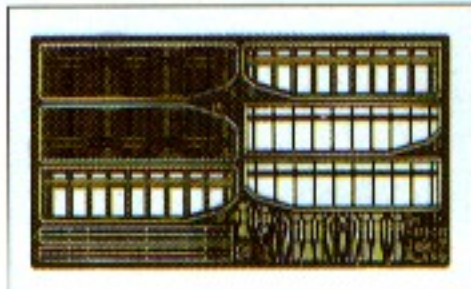


S48-061 (ICM)

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.



S48-062 (ICM)



S48-066 (ICM)

Subject: Yak-7UTI

Scale: 1/48th

Product No.: S48-062

Type: Detail Set

Designed for: ICM kit

Parts: Etched Brass 161, Acetate 6

Price: £TBA

Includes: Instrument panels with acetate film, side consoles, rudder pedals, seat harness, undercarriage doors, compression links, wheel hubs, tail wheel yoke, radiator matrix, carburettor matrix, access panels and a complete new set of sliding canopy frames with acetate film 'glazing'.

Subject: Flaps - Yak-7

Scale: 1/48th

Product No.: S48-066

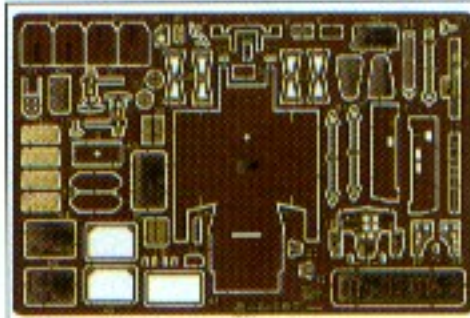
Type: Detail Set

Designed for: ICM kit

Parts: Etched Brass 32

Price: £TBA

Includes: Complete set of flaps plus all associated interior ribs.



S48-067 (Hasegawa)

Subject: Henschel Hs 129B-2

Scale: 1/48th

Product No.: S48-067

Type: Detail Set

Designed for: Hasegawa kit

Parts: Etched Brass 70, Acetate 5

Price: £TBA

Includes: Instrument panel (with acetate film), cockpit tub, seat, harness, bomb fins, undercarriage compression links, tail wheel hub, fuselage access doors (radio etc), carburettor intake screens, engine instrument clusters and access step.

Subject: F-15A/C Exterior

Scale: 1/48th

Product No.: S48-069

Type: Detail Set

Designed for: Academy & Tamiya kits

Parts: Etched Brass 142, Acetate

Price: £TBA

Includes: Pylon rails, crew access ladder, various access panels and screens, early and late style wheel hubs, undercarriage leg details, intake FOD screens, undercarriage door details and linkage.

Subject: F-15 Radar

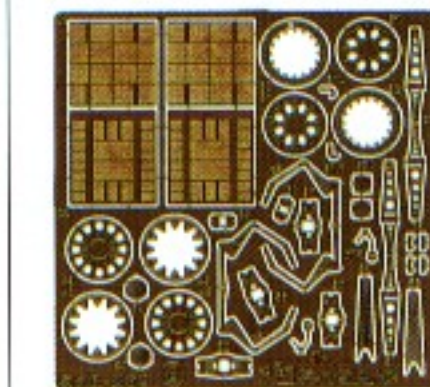
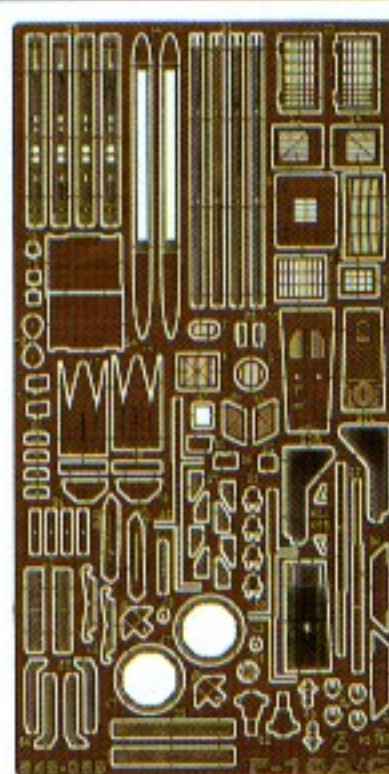
Scale: 1/48th

Product No.: S48-070

Type: Detail Set

Designed for: Tamiya kit

Parts: Etched Brass 24



S48-069 (Academy & Tamiya)

Price: £TBA

Includes: The complete AN/APG-63 radar scanner and support frame.

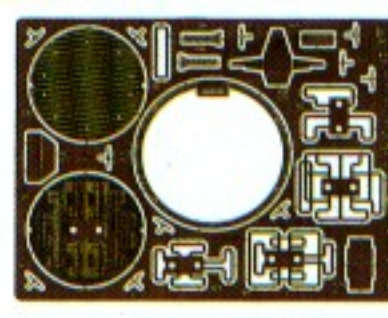
Subject: Messerschmitt Me 163B

Scale: 1/48th

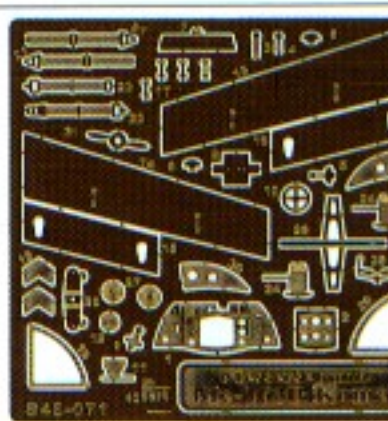
Product No.: S48-071

Type: Detail Set

Designed for: Trimaster, Dragon & Revell® kits



S48-070 (Tamiya)



S48-071 (Trimaster, Dragon & Revell®)

Parts: Etched Brass 40, Acetate 5

Price: £TBA

Includes: Seat harness, rudder pedals, instrument panel with acetate film, Revi gunsight screens (acetate), generator blades, air spoilers and tail wheel yoke.

Conclusion

PART certainly produce some excellent detail sets, and this latest bunch is no exception. The parts are well detailed and beautifully etched, while the instructions are clear and easy to follow. UK modellers can obtain this range via Aeroclub and all of those reviewed above are highly recommended to all.

Our thanks to Jadar-Model s.c. for the review samples.

CMK

A couple of new sets have recently made their way to us for review directly from this manufacturer.

1/72nd Scale

Subject: Navigation lights and gunsights

Scale: 1/72nd

Product No.: 7031

Type: Detail Set

Designed for: N/A

Parts: Resin 80, Etched Brass 20

Price: £4.95

Includes: Four sets of cast resin lights that offer 20 each in clear, red, green and blue. Plus various styles of ring sights in etched brass

1/48th Scale

Subject: D3A1 Val Model 11 Interior

Scale: 1/48th

Product No.: 4056

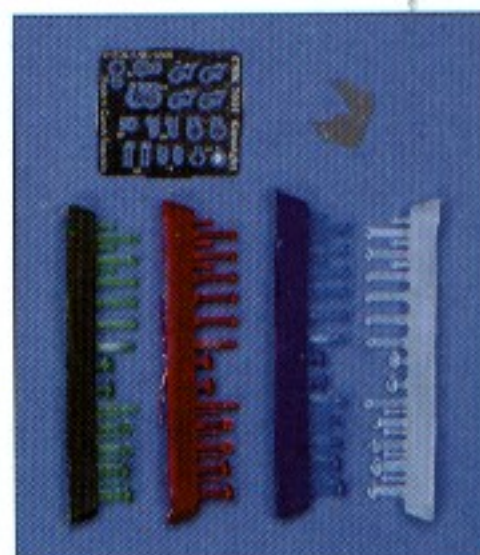
Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 17, Etched Brass 41, Vac-formed Clear 1

Price: £9.85

Includes: Resin cockpit floor, sidewalls, seats, gun support frame, radio and bulkheads, plus



7031

etched instrument panel, seat harness, rudder pedals and control levers. The set also includes a replacement vac-formed canopy.

Subject: Navigation lights and gunsights

Scale: 1/48th

Product No.: 4060

Type: Detail Set

Designed for: N/A

Parts: Resin 54, Etched Brass 20

Price: £4.95

Includes: This set is similar to the 1/72nd scale example reviewed elsewhere, although the style



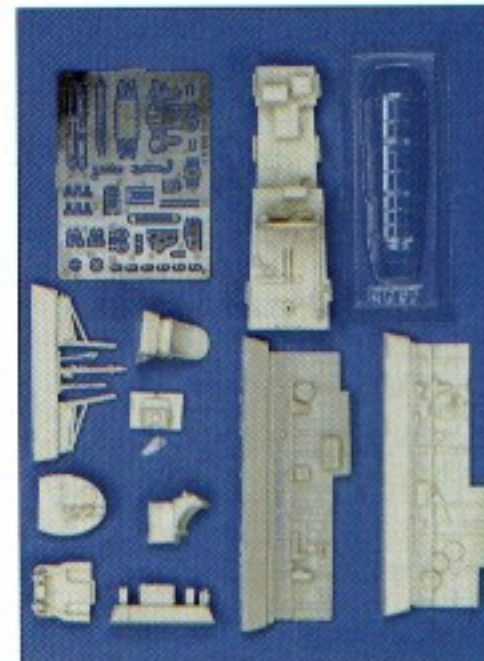
4056 (Hasegawa)

and number of clear resin lights is different in this scale.

Conclusion

As always, CMK have come up with another excellent interior update set, plus they have also produced some extremely useful sets of lights in both popular scales.

Our thanks to CMK for the review samples.



The contents of 4056



4060

Cutting Edge

A new batch of resin accessories and updates, all in 1/32nd scale, have been passed to us for review by this manufacturer.

1/32nd Scale

Subject: Fw 190A-8 Cockpit

Scale: 1/32nd

Product No.: CEC32031

Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 23, Acetate 2

Price: \$24.95

Includes: Instrument panels with acetate film, cockpit tub, rudder pedals, seat, rollover bar, head armour, throttle lever, canopy handwheel, rear canopy decking, gunsight and replacement cannon bulges.

Subject: Fw 190D-9 Cockpit

Scale: 1/32nd

Product No.: CEC3203

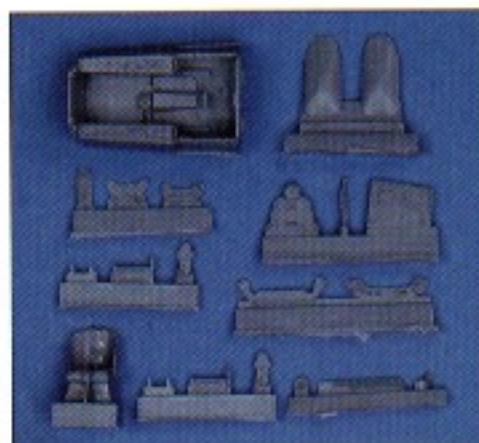
Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 23, Acetate 2

Price: \$24.95

Includes: Instrument panels with acetate film, cockpit tub, rudder pedals, seat, rollover bar,



CEC32031 (Hasegawa)

head armour, throttle lever, canopy handwheel, rear canopy decking, gunsight and replacement cannon bulges.

Subject: AIM-9D/G/H Sidewinders

Scale: 1/32nd

Product No.: CEC32037

Type: Accessory

Designed for: N/A

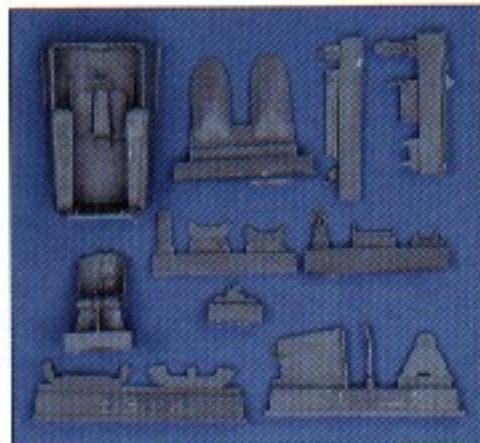
Parts: Resin 43

Price: \$14.95

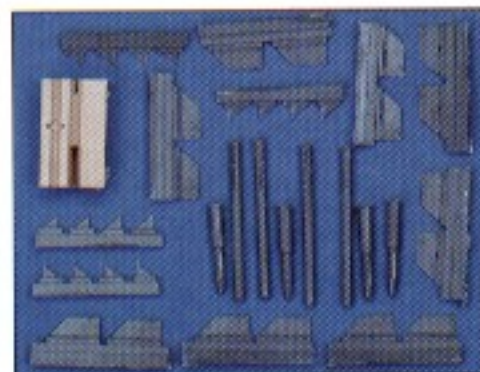
Includes: Four complete AIM-9D, G or H missiles plus a resin 'jig' to assemble their associated fins correctly.

Subject: AIM-9L/M/S Sidewinders

Scale: 1/32nd



CEC32037 (Hasegawa)



CEC32038

Product No.: CEC32038

Type: Accessory

Designed for: N/A

Parts: Resin 43

Price: \$14.95



CEC32037

Includes: Four complete AIM-9L, M or S missiles plus a resin 'jig' to assemble their associated fins correctly.

Conclusion

Each of these sets is beautifully cast in Cutting Edge's 'strong' dark grey resin. The Fw 190D-9 set will be extremely useful, as the base kit has only recently been reissued by Hasegawa.

Our thanks to Cutting Edge (Meteor Productions) for the review samples.

Airwaves

A number of new products from this range have been passed to us for review by ED Models.

1/72nd Scale

Subject: Airfield Runway/Taxiway Lights

Scale: 1/72nd

Product No.: AC72-208

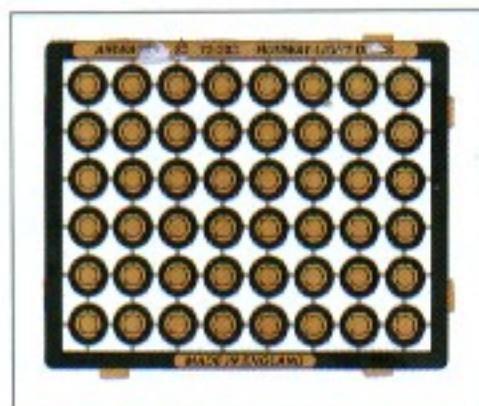
Type: Accessory

Designed for: N/A

Parts: Etched Brass 48

Price: £4.99

Includes: The modern style of taxiway lights seen on many airfields. Modellers will have to add some 'glazing' to each for a more realistic look.



AC72-208

Subject: Douglas TBD Devastator

Scale: 1/72nd

Product No.: AC72-209

Type: Accessory

Designed for: Airfix kit

Parts: Etched Brass 29

Price: £5.99

Includes: Cockpit interior and gunner's station, instrument panel, rollover brace, seats, harness and wing fold.

Subject: Douglas Skyraider Wing Fold

Scale: 1/72nd

Product No.: AC72-210

Type: Accessory

Designed for: Hasegawa kit

Parts: Etched Brass 24

Price: £4.99

Includes: Wing fold mechanism plus fuselage access doors for the AD-4N and AD-4Q

1/48th Scale

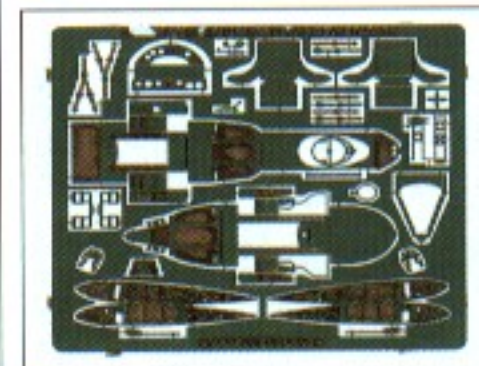
Subject: Hurricane Armoured Radiator

Scale: 1/48th

Product No.: SC48-028

Type: Accessory

Designed for: Hasegawa kit



AC72-209 (Airfix)

Parts: Resin 1

Price: £2.99

Includes: A replacement armoured radiator suitable for the Mk IV Hurricane.

Subject: Typhoon Drop Tanks

Scale: 1/48th

Product No.: SC48-035

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 2

Price: £3.99

Includes: Two ferry tanks moulded with their racks.

Subject: Remove Before Flight Tags

Scale: 1/48th

Product No.: SC48-040

Type: Accessory

Designed for: Hasegawa kit

Parts: Paper

Price: £2.25

Includes: A large sheet of paper RBF tags in three styles, offering 29 of each style.

Subject: RAF Tornado GR.4

Scale: 1/48th

Product No.: SC48-072

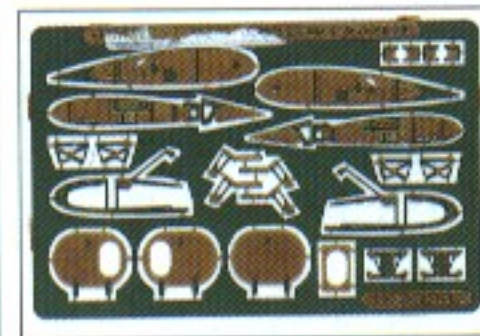
Type: Conversion

Designed for: Italeri kit

Parts: Resin 1, Etched Brass 27

Price: £5.99

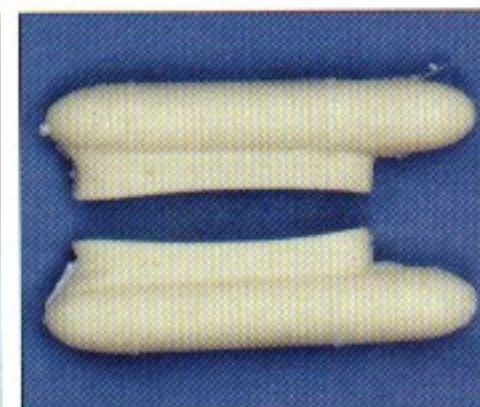
Includes: Completely new front and rear cockpit instrument panels plus the pilot's throttle block and two spine arials in etched brass, plus the FLIP pod in resin.



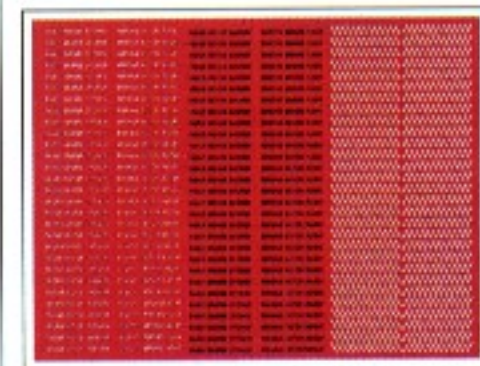
AC72-210 (Hasegawa)



SC48-028 (Hasegawa)



SC48-035 (Hasegawa)



SC48-040

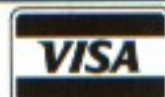


SC48-072 (Italeri)

Conclusion

Some very useful accessories along with a couple of effective conversion sets from Airwaves. The quality of the casting and etched brass is very good and they can be recommended to all.

Our thanks to ED Models for the review samples.



611

Pavla

Another new batch of resin accessories have been passed directly to us for review by this manufacturer.

1/72nd Scale

Subject: Hawker Hurricane

Scale: 1/72nd

Product No.: 7211

Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 17

Price: £3.75

Includes: Rotol Mk I propeller, D.H./Hamilton two-pitch propeller (Mk I) and Rotol three-blade propeller (late Mk I & II), plus S cannon, 44 Imp Gal drop tanks and a tropical filter.



7211 (Hasegawa)

Subject: Spitfire Mk IX

Scale: 1/72nd

Product No.: 7211 (?)

Type: Detail Set

Designed for: KP kit

Parts: Resin 12

Price: £3.30

Includes: Propeller and spinner, exhaust stacks, carburettor intake, radiators and separate elevators.



7211(?) (KP)

Subject: Spitfire Mk IX Upgrade

Scale: 1/72nd

Product No.: 7212

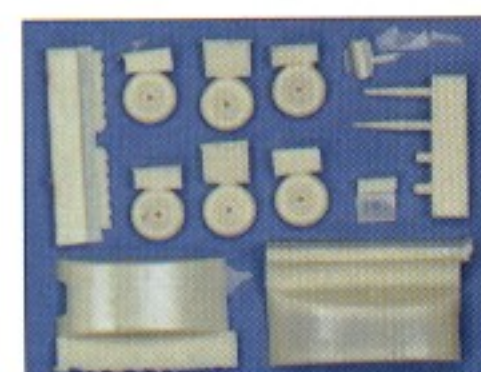
Type: Detail Set

Designed for: Any Spitfire kit

Parts: Resin 16

Price: £3.30

Includes: Three styles of main wheel, two styles of slipper tank, access door, exhaust stacks and cannon barrels.



7212

Subject: MIG-21PF and later Wheel Wells & Wheels

Scale: 1/72nd

Product No.: 7213

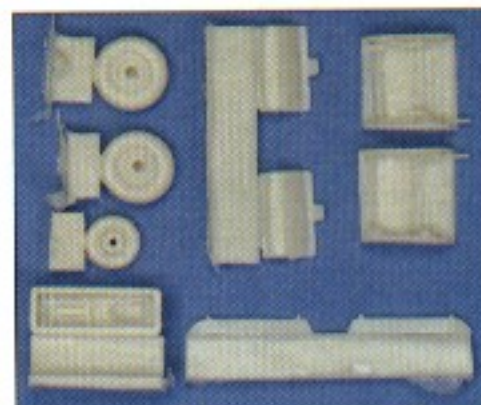
Type: Detail Set

Designed for: Bilek kit

Parts: Resin 10

Price: £2.75

Includes: Wheel well inserts plus replacement main wheels and undercarriage doors.



7213 (Bilek)

Subject: MIG-21F Wheel Wells & Wheels

Scale: 1/72nd

Product No.: 7214

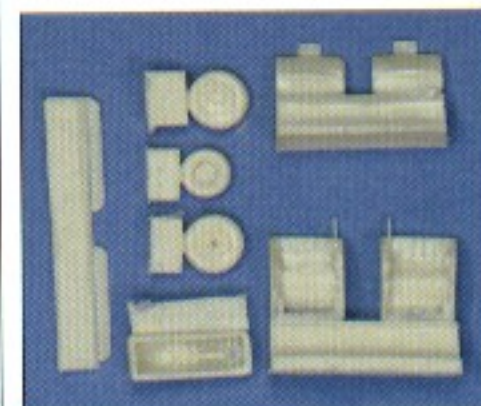
Type: Detail Set

Designed for: Bilek kit

Parts: Resin 10

Price: £TBA

Includes: Wheel well inserts plus replacement main wheels and undercarriage doors.



7214 (Bilek)

Subject: P&W R-2800

Scale: 1/72nd

Product No.: 7216

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £2.50

Includes: A single R-2800 suitable for the P-47M/N, F4U-4 and F6F-5.



7216

Subject: P&W R-2800-34

Scale: 1/72nd

Product No.: 7217

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £2.50

Includes: A single R-2800 suitable for the F7F-3, F8F-2 and C-46.



7217



7217



7219

Subject: P&W R-2800-59

Scale: 1/72nd

Product No.: 7219

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £2.50

Includes: A single R-2800 suitable for the P-47D and P-61B.

Subject: L-29 Delfin Cockpit

Scale: 1/72nd

Product No.: C72023

Type: Detail Set

Designed for: KP kit

Parts: Resin 9

Price: £TBA

Includes: Cockpit tub, ejection seats, control columns, instrument panel and main wheels.



C72023 (KP)

Subject: MIG-21F-13 Cockpit

Scale: 1/72nd

Product No.: C72026

Type: Detail Set

Designed for: Bilek kit

Parts: Resin 7

Price: £TBA

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and armoured glass surround for canopy.



C72026 (Bilek)

Subject: MIG-21PF Cockpit

Scale: 1/72nd

Product No.: C72027

Type: Detail Set

Designed for: Bilek kit

Parts: Resin 8

Price: £3.75

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and armoured glass surround for canopy.



C72027 (Bilek)

Subject: MIG-21PFM Cockpit

Scale: 1/72nd

Product No.: C72028

Type: Detail Set

Designed for: Bilek kit

Parts: Resin 7

Price: £3.75

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and instrument panel coaming.



C72028 (Bilek)

Subject: MIG-21UM Cockpit

Scale: 1/72nd

Product No.: C72029

Type: Detail Set

Designed for: AModel & Aeroteam kit

Parts: Resin 12

Price: £3.75

Includes: Cockpit tub, ejection seats, instrument panels, control columns, sidewalls and instrument panel coaming.



C72029 (AModel & Aeroteam)

Subject: MIG-21F Cockpit

Scale: 1/72nd

Product No.: C72030

Type: Detail Set

Designed for: Bilek kit

Parts: Resin 8

Price: £TBA

Includes: Cockpit tub, ejection seat, instrument panel, control column, sidewalls and canopy armoured glass surround.



Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Subject: Fw 190D-9 Cockpit

Scale: 1/72nd

Product No.: C72031

Type: Detail Set

Designed for: Academy kit

Parts: Resin 7

Price: £3.00

Includes: Cockpit tub, seat, control column, instrument panel and upper decking.



C72030 (Bilek)



C72031 (Academy)

Subject: Martin Baker

Mk 10L Ejection Seat

Scale: 1/72nd

Product No.: S72027

Type: Accessory

Designed for: N/A

Parts: Resin 1

Price: £1.50

Includes: Ejection seat

with moulded harness

detail suitable for the

AMX, MB.339, Hawk and EAP.



S72027

Subject: Martin Baker Mk BLC Ejection Seat

Scale: 1/72nd

Product No.: S72028

Type: Accessory

Designed for: N/A

Parts: Resin 1

Price: £1.50

Includes: Ejection

seat with moulded

harness detail

suitable for the Tucano and JAS-39.



S72028

Subject: MIG-21PF Canopy

Scale: 1/72nd

Product No.: C72031

Type: Detail Set

Designed for: Bilek kit

Parts: Vac-formed Clear 1

Price: £TBA

Includes: Replacement single-piece canopy



C72031 (Bilek)



MIG-21PFM (Bilek)



MIG-21F (Bilek)

Subject: MIG-21F Canopy

Scale: 1/72nd

Product No.: N/K

Type: Detail Set

Designed for: Bilek kit

Parts: Vac-formed Clear 1

Price: £TBA

Includes: Replacement single-piece canopy

Subject: MIG-21F-13 Canopy

Scale: 1/72nd

Product No.: N/K

Type: Detail Set

Designed for: Bilek kit

Parts: Vac-formed Clear 1

Price: £TBA

Includes: Replacement single-piece canopy



MIG-21F-13 (Bilek)

Subject: MIG-21R Canopy

Scale: 1/72nd

Product No.: N/K

Type: Detail Set

Designed for: KP kit

Parts: Vac-formed Clear 1

Price: £TBA

Includes: Replacement single-piece canopy



MIG-21R (KP)

1/48th Scale

Subject: KS-3/4 Ejection Seat

Scale: 1/48th

Product No.: S48013

Type: Accessory

Designed for: N/A

Parts: Resin 1

Price: £1.50

Includes: Ejection seat

with moulded harness

detail suitable for the

Su-7 and Su-9.



S48013

Conclusion

All of these sets are well cast with good detail and should add that little extra bit of detail to any kit in which they are used.

Our thanks to Pavla for the review samples. UK stockist of this range is Hannants.

Linden Hill

This is a new name to us, and their first accessory has been passed directly to us for review.

1/48th Scale

Subject: MIG-15bis 'Korea Modification' Dive Brakes

Scale: 1/48th

Product No.: LHR 48001

Type: Conversion Set

Designed for: Tamiya kit

Parts: Resin 6

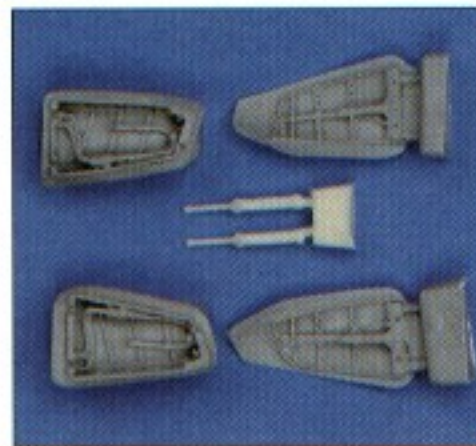
Price: \$TBA

Includes: The enlarged (0.8m²) air brakes seen fitted to many Korean War MIG-15bis' along with the corresponding interior and the hydraulic actuating rams.

Conclusion

This is a simple, yet effective conversion that will be easy to install. The resin parts are well cast with excellent detail and Linden Hill have packaged them in a strong cardboard box, so they should survive the rigours of the postal service.

Our thanks to Linden Hill Imports for the review sample.



LHR 48001

Correction Flightpath

Please note that the price quoted on page 523 of Vol 6 Iss 7 (July 2000) for the F-4E/F/G Airframe Set should read £42.90, not £19.90 as stated.

Our apologies to all concerned for this inadvertent error.

R.A. Franks
Editor

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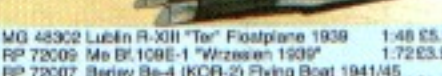
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ACADEMY	1:72 BOEING C-17A STRAIGHT-FLYER	26.99	ACADEMY	1:72 VULCAN													

Eduard

This month sees a nice selection of sets in all three main scales.

1/72nd Scale

Subject: D.H. Mosquito NF Mk II/FB Mk VI

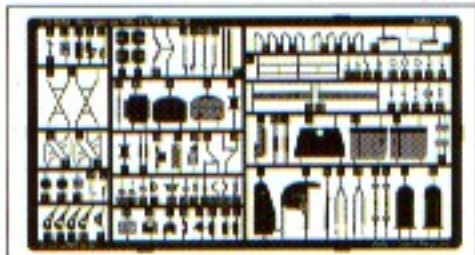
Scale: 1/72nd **Product No.:** 72-323

Type: Detail Set **Designed for:** Tamiya kit

Parts: Etched Brass 112, Acetate 7

Price: £6.50

Includes: Throttle quadrant, electrical distribution box, map case, seat, harness, bulkhead, instrument panel with acetate film, rudder pedals, access door, access ladder, radiator matrix, undercarriage bulkhead, mudguards, windscreen wiper, aerial mast, downward ident lamp surrounds, bomb fins and the AI radar antenna.



72-323 (Tamiya)

Subject: F-18F Super Hornet

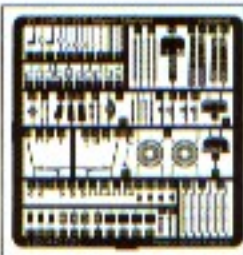
Scale: 1/72nd **Product No.:** 72-329

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 106, Acetate 4

Price: £4.99

Includes: Seat harness, side consoles, HUD frame, instrument panel with acetate film, undercarriage door linkage, afterburner ring, formation light strips and various external antenna.



72-329 (Italeri)

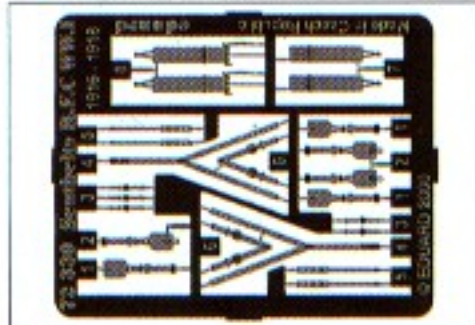
Subject: Seat Belts RFC WWI

Scale: 1/72nd **Product No.:** 72-330

Type: Accessory **Designed for:** N/A

Parts: Etched Brass 22 **Price:** £3.99

Includes: Various styles of lap and full harness suitable for early (1914-16) machines as well as those for the B.E.2, D.H.2, S.E.5a, Camel, Triplane and Pup.



72-330

'Zoom'

Subject: An-2

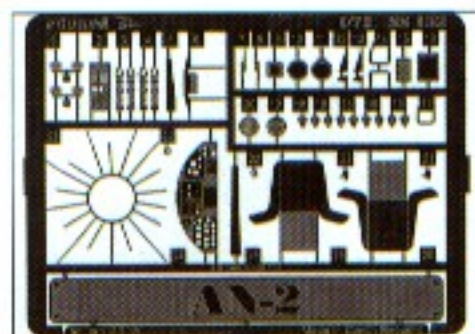
Scale: 1/72nd **Product No.:** SS132

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 43, Acetate 1

Price: £1.99

Includes: Instrument panel with acetate film, seats, harness, rudder pedals, oil cooler screens, towing eyelets, engine ignition harness and various panels and grab handles for the exterior of the airframe.



SS132 (Italeri)

1/48th Scale

Subject: Focke Wulf Ta 154A

Scale: 1/48th **Product No.:** 48-300

Type: Detail Set

Designed for: Revell-Monogram & Hasegawa kit

Parts: Etched Brass 87, Acetate **Price:** £7.99

Includes: Rudder pedals, side consoles, seat harness, instrument panel with acetate film, canopy sills, nose oleo compression links and doors, main undercarriage doors, exhaust damper end plates and radio mast.



48-300 (Revell-Monogram & Hasegawa)

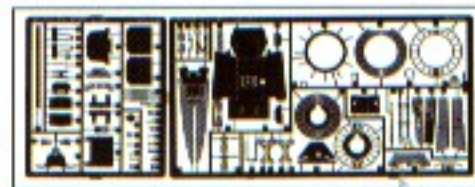
Subject: Focke Wulf Fw 190D-9

Scale: 1/48th **Product No.:** 48-305

Type: Detail Set **Designed for:** Italeri kit

Parts: Etched Brass 84, Acetate 3 **Price:** £7.99

Includes: Side consoles, rudder pedals, instrument panel with acetate film, seat, harness, sidewalls, upper decking, head armour, bomb fins, drop tank strap, radiator matrix, oleo compression links, undercarriage bay ribs, tail wheel yoke, access step, DF loop and radio antenna.



48-305 (Italeri)

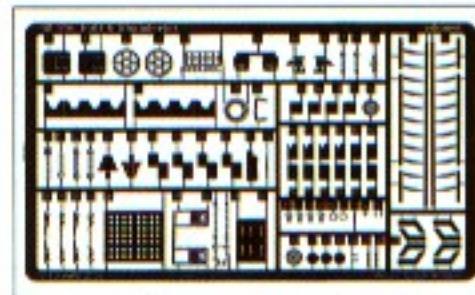
Subject: F-84G Thunderjet

Scale: 1/48th **Product No.:** 48-316

Type: Detail Set **Designed for:** Revell® kit

Parts: Etched Brass 82, Acetate 1 **Price:** £6.50

Includes: Instrument panel with acetate film, seat harness, rear view mirror, airbrake, flap linkage, nose wheel hub, towing eyelets, bomb and rocket fins.



48-316 (Revell®)

Subject: Grumman F3F

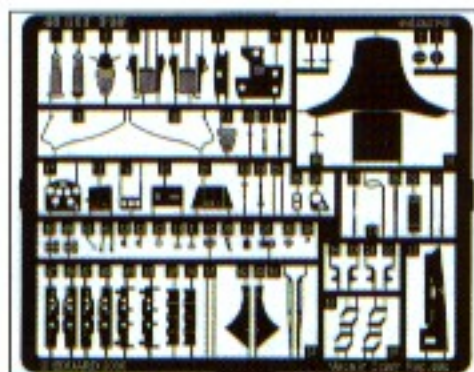
Scale: 1/48th **Product No.:** 48-317

Type: Detail Set

Designed for: Accurate Miniatures kit

Parts: Etched Brass 66, Acetate 4 **Price:** £4.99

Includes: Instrument panel with acetate film, sidewall and cockpit floor details, seat, harness, rudder pedals, bomb racks and replacement bomb fins.



48-317 (Accurate Miniatures)

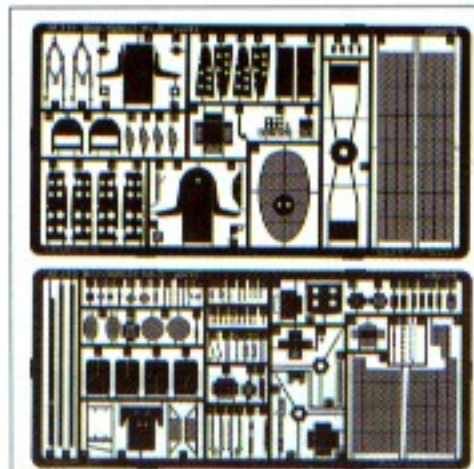
Subject: Beaufighter Mk X

Scale: 1/48th **Product No.:** 48-319

Type: Detail Set **Designed for:** Tamiya kit

Parts: Etched Brass 141, Acetate 3 **Price:** £7.99

Includes: Instrument panel, seat, harness, side console levers, bulkhead doors, observer's seat and frame, fuselage framework, various electrical units, carburettor intake screens, engine cowl supports, bomb fins, undercarriage door details, torpedo fin and propeller, VGO ring sight, trim tab actuating horn, aerial mast and camera port.



48-319 (Tamiya)

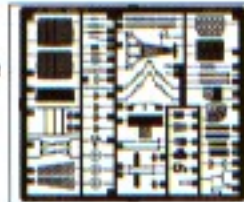
Subject: MiG-3

Scale: 1/48th **Product No.:** 48-322

Type: Detail Set **Designed for:** ICM kit

Parts: Etched Brass 67, Acetate 2 **Price:** £4.99

Includes: Instrument panel with acetate film, cockpit floor, control column details, seat harness, undercarriage oleo compression links, sidewall details, radiator matrix and undercarriage door linkage.



48-322 (ICM)

'Zoom'

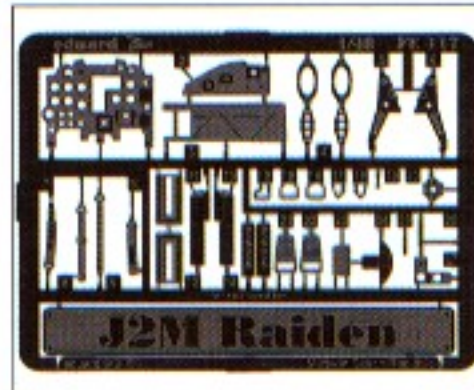
Subject: Mitsubishi J2M Raiden

Scale: 1/48th **Product No.:** FE117

Type: Detail Set **Designed for:** Hasegawa kit

Parts: Etched Brass 32, Acetate 2 **Price:** £2.75

Includes: Instrument panel with acetate film, rudder pedals, seat harness, rollover frame, tailwheel details, undercarriage door links and canopy grab handles.



FE117 (Hasegawa)

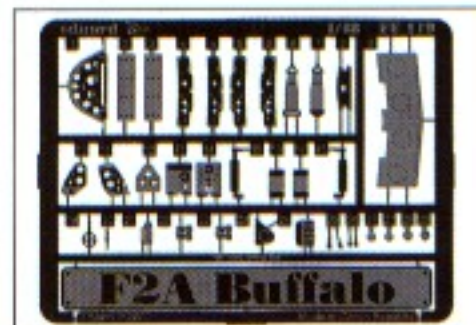
Subject: Brewster F2A Buffalo

Scale: 1/48th **Product No.:** FE119

Type: Detail Set **Designed for:** Tamiya kit

Parts: Etched Brass 36, Acetate 6 **Price:** £2.75

Includes: Instrument panel with acetate film, rudder pedals, seat harness, bomb rack and ring and bead sight.



FE119 (Tamiya)

1/32nd Scale

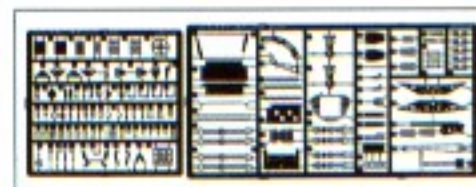
Subject: Fi 156 Storch

Scale: 1/32nd **Product No.:** 32-044

Type: Detail Set **Designed for:** Hasegawa kit

Parts: Etched Brass 149, Acetate 3 **Price:** £7.99

Includes: Instrument panel with acetate film, seat harness, seat support frame, sidewall details, fuel contents gauge, oil cooler screens, machine gun and mounting ring details, end for ammo drums, tie-down eyelets and interior details for the access door.



32-044 (Hasegawa)

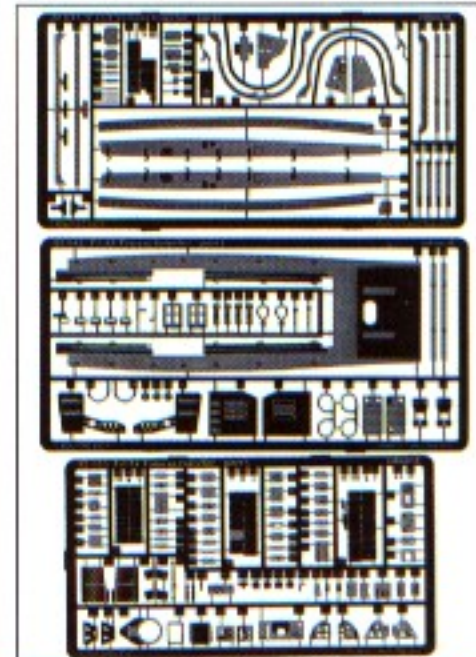
Subject: F-14A Tomcat Interior

Scale: 1/32nd **Product No.:** 32-045

Type: Detail Set **Designed for:** Tamiya kit

Parts: Etched Brass 179, Acetate 10 **Price:** £9.50

Includes: Ejection seat firing handles, seat harness, instrument panels with acetate film, rudder pedals, side consoles, canopy sills, canopy interior framework with rear view mirrors and windscreen framework.



32-045 (Tamiya)

Conclusion

Another excellent batch of detail sets from Eduard. Just about every subject and era are covered, so there should be something for everyone.

Our thanks to Eduard M.A. for the review samples. UK stockists of the range include LSA Models and Hannants.

Aires

The latest batch of accessories and detail sets from this manufacturer has made its way directly to us for review.

1/72nd Scale

Subject: Junkers JUMO 211

Scale: 1/72nd **Product No.:** 7033

Type: Accessory **Designed for:** N/A

Parts: Resin 10 **Price:** £3.50

Includes: Complete resin JUMO 211 engine with exhaust stacks.



7033 (Junkers JUMO 211)

Subject: Pratt & Whitney R-1830 Late Version

Scale: 1/72nd **Product No.:** 7060

Type: Accessory **Designed for:** N/A

Parts: Resin 57, Etched Brass 6 **Price:** £TBA

Includes: Complete R-1830 engine with separate cylinders, ancillary equipment and induction pipes in resin and ignition harness in etched brass.



7060 (Pratt & Whitney R-1830 Late Version)

Subject: F-84G Thunderjet Gun Bay

Scale: 1/72nd **Product No.:** 7062

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 14 **Price:** £3.50

Includes: Bay insert with separate gun breeches, ammo tracks and barrels.



7062 (Tamiya)

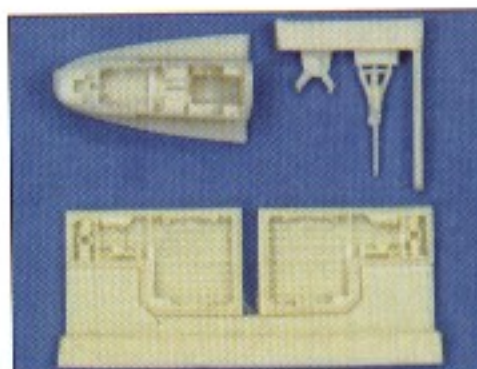
Subject: F-84G Thunderjet Wheel Bay

Scale: 1/72nd **Product No.:** 7066

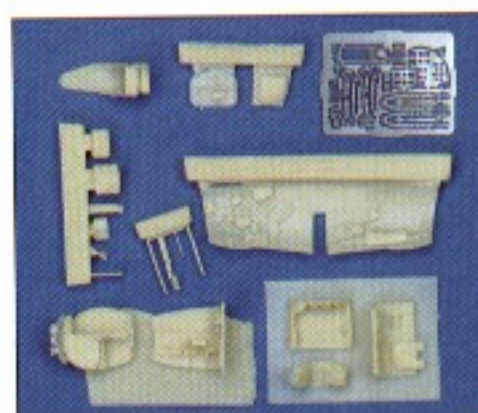
Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 5 **Price:** £3.50

Includes: Inserts for the main wheel wells, along with a similar one for the nose wheel and replacement linkage.



7066 (Tamiya)



7067 (Tamiya)

Subject: D.H. Mosquito NF Mk II/IVB Mk VI Cockpit

Scale: 1/72nd **Product No.:** 7067

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 17, Etched Brass 27, Acetate 2

Price: £5.75

Includes: Sidewalls, seat, rear bulkhead, radios, access door, control column, instrument panel/bulkhead and floor in resin, with the rudder pedals, seat harness, access ladder, instrument panel fascia with acetate film, trim wheel and canopy details in etched brass. The set also offers alternative radar equipment for the NF Mk II version.

1/48th Scale

Subject: D.H. Mosquito NF Mk II/IVB Mk VI Cockpit

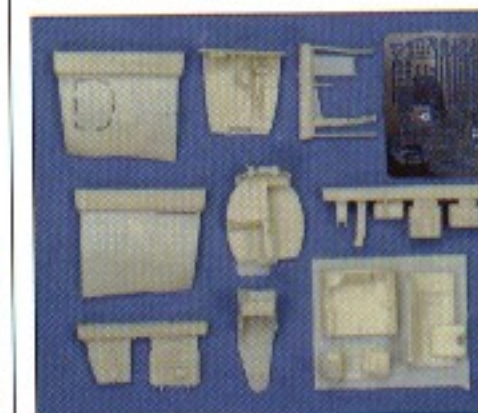
Scale: 1/48th **Product No.:** 4086

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 18, Etched Brass 28, Acetate 2

Price: £8.50

Includes: Sidewalls, seat, rear bulkhead, radios, access door, control column, instrument panel/bulkhead and floor in resin, with the rudder pedals, seat harness, access ladder, instrument panel fascia with acetate film, trim wheel and canopy details in etched brass. The set also offers alternative radar equipment for the NF Mk II version.



4086 (Tamiya)

Subject: Messerschmitt Me 163B-1a

Scale: 1/48th **Product No.:** 4088

Type: Detail Set

Designed for: Trimaster, Dragon & Revell® kits

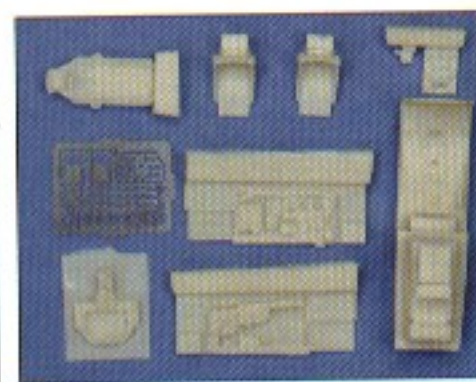
Parts: Resin 16, Etched Brass 21, Acetate 3

Price: £8.50

Includes: Cockpit tub, seat, harness, instrument panel with acetate film, gunsight, control column, rudder pedals, trim wheel, exposed dorsal fuel tank and wing MK 108 cannon.



4088 (Trimaster, Dragon & Revell®)



4089 (Tamiya)

Subject: N.A. P-51D Mustang

Scale: 1/48th **Product No.:** 4089

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 9, Etched Brass 13, Acetate 2

Price: £22.25

Includes: Instrument panel with etched fascia and acetate film, rear bulkhead, seat, seat cushion, harness, control levers, gunsight and the entire cockpit tub and sidewalls.

Subject: Messerschmitt Bf 109E-4

Scale: 1/48th **Product No.:** 4090

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 58, Etched Brass 44, Acetate 4

Price: £TBA

Includes: A complete DB 601N engine with ancillary equipment, engine bearers and exhaust stacks along with a new set of engine cowings, machine guns cockpit interior, sidewalls, seat and the rear fuselage radio bay all in resin, plus the instrument panel with acetate film, seat harness, trim wheels and various fittings from the radio bay in etched brass.



4090 (Tamiya)



4092 (Tamiya)

Subject: N.A. P-51B Mustang Cockpit

Scale: 1/48th **Product No.:** 4092

Type: Detail Set **Designed for:** Tamiya kit

Parts: Resin 82, Etched Brass 32, Acetate 1

Price: £5.75

Includes: Instrument panel fascia, cockpit tub, sidewalls, seat, rear bulkhead, wheel well insert, undercarriage doors, wing gun access covers, wing guns and ammo boxes, Packard Merlin engine complete with ancillary equipment and engine bearers and a full set of replacement cowings all in resin, plus the instrument panel with acetate film, seat harness, rudder pedals and machine gun breeches in etched brass.

Subject: H.J. Marseille - his

50th shoot down

Scale: 1/48th

Product No.: F4001

Type: Figure

Designed for: N/A

Parts: Resin 15

Price: £TBA

Includes: H.J. Marseille and a ground crewman depicted painting a kill (50th) on the rudder of Marseille's aircraft. Note that each figure is made up of seven or eight parts, but there are no instructions with this product, so don't get the feet or heads muddled up!



F4001



Components of F4001

Subject: Russian Aces

Scale: 1/48th

Product No.: F4002

Type: Figure

Designed for: N/A

Parts: Resin 15

Price: £TBA

Includes: This set depicts two Russian pilots, one in full flying gear depicting his latest kill while the other looks on. Once again these multi-part figures come with no assembly instructions.



Components of F4002

1/32nd Scale

Subject: German WWII fighter

JG53 1941

Scale: 1/32nd

Product No.: F2001

Type: Figure

Designed for: N/A

Parts: Resin 5 **Price:** £TBA

Includes: A single Luftwaffe pilot figure standing in full flying clothes with his hands behind his back.



F2001



Components of F2001

Conclusion

These are all excellent products from Aires, the quality of the casting and level of detail being some of the best around. The lack of assembly or painting instructions in the figure sets is a bit of a nuisance, but overall that should not prove too difficult to overcome. Highly recommended to all experienced modellers out there.

Our thanks to Aires for the review samples. UK stockists of the range include Hannants and LSA Models.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.



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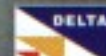
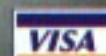
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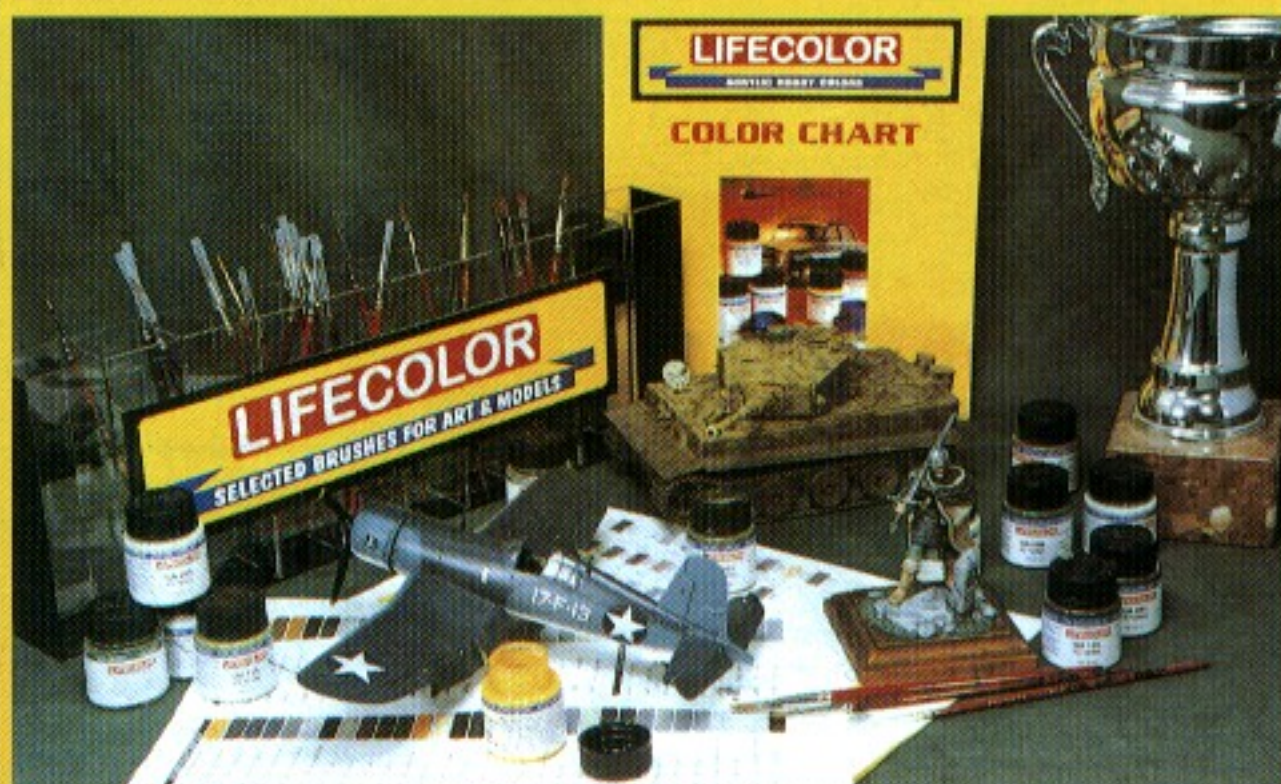


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(Henschel Hs 129 profile now with 4 extra pages, all MBI titles have full text in Czech and English, they include detail and scale drawings and colour artwork, including cockpit.)

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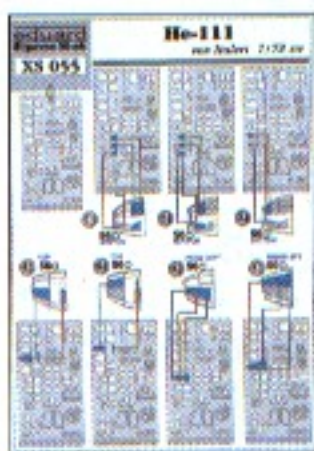
Eduard

Express Mask

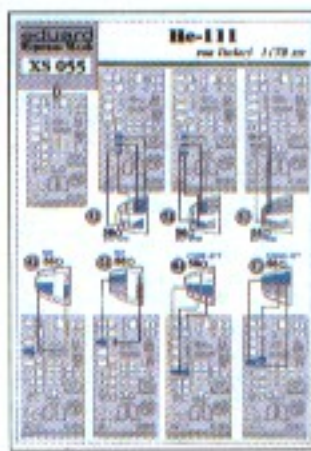
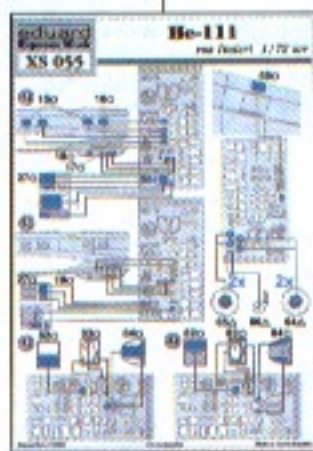
A new batch of die-cut adhesive masks in this series has been passed directly to us for review by the manufacturer.

1/72nd Scale

XS051 - H-21 Flying Banana (Italeri/Revell®)
XS052 - TBM/TBF Avenger (Hasegawa)
XS055 - Heinkel He 111 (Italeri)
XS056 - F4F Wildcat (Hasegawa)



XS055 (Italeri)



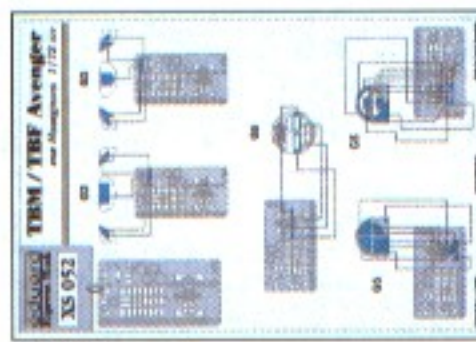
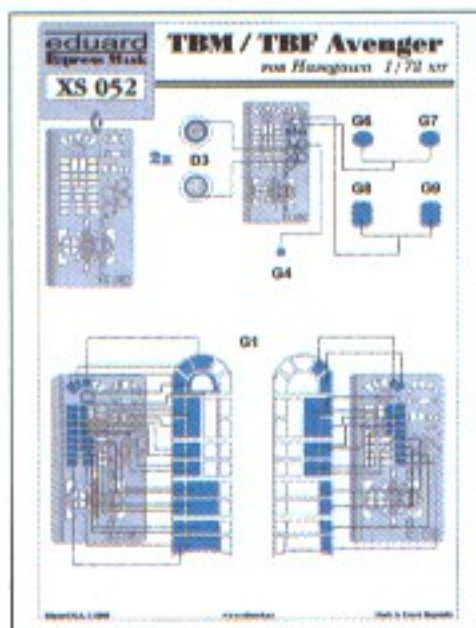
XS059 - Macchi C.202 Folgore (Hasegawa)
XS060 - McD D AV-8B Harrier (Italeri)

1/48th Scale

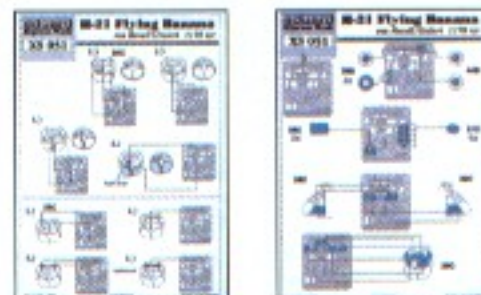
XF033 - Heinkel He 219 (Tamiya)
XF526 - P-51 Mustang National Insignia

Each set, with the exception of XF526, offers masks for all glazings as well as wheel hubs. Any of the masks in this series can be obtained in the UK from LSA Models or Hannants.

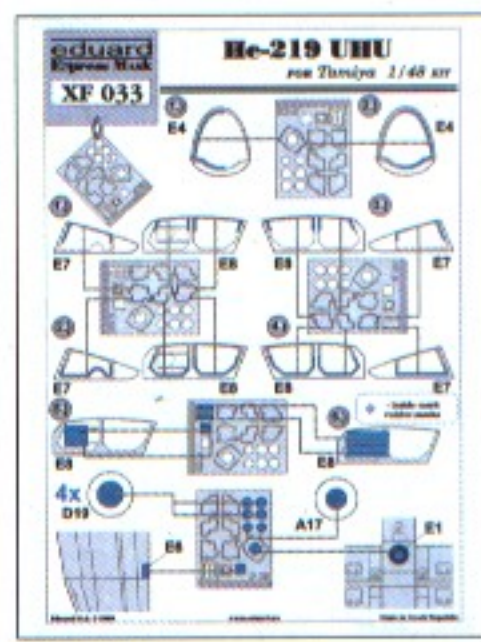
Our thanks to Eduard M.A. for the review sample.



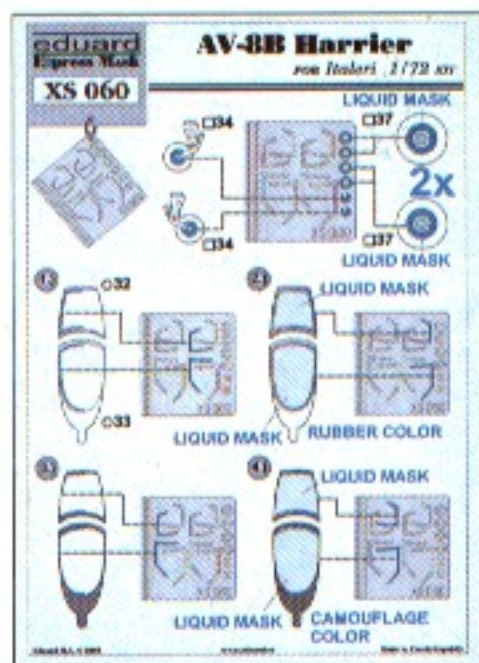
XS052 (Hasegawa)



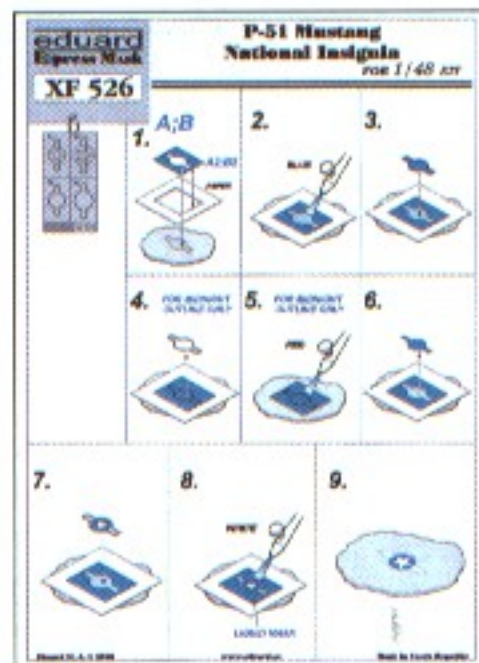
XS051 (Italeri/Revell®)



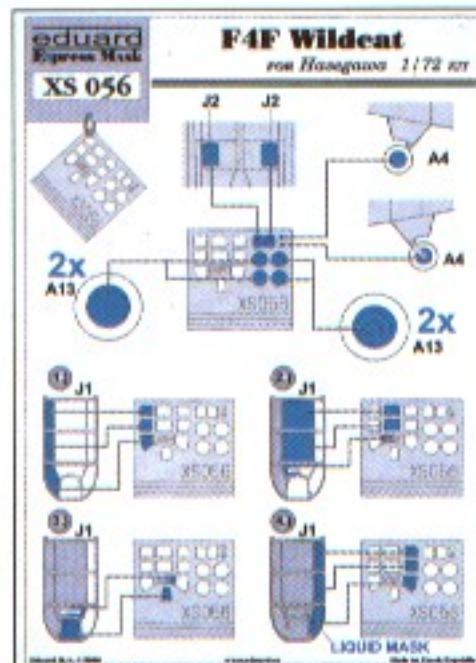
XF033 (Tamiya)



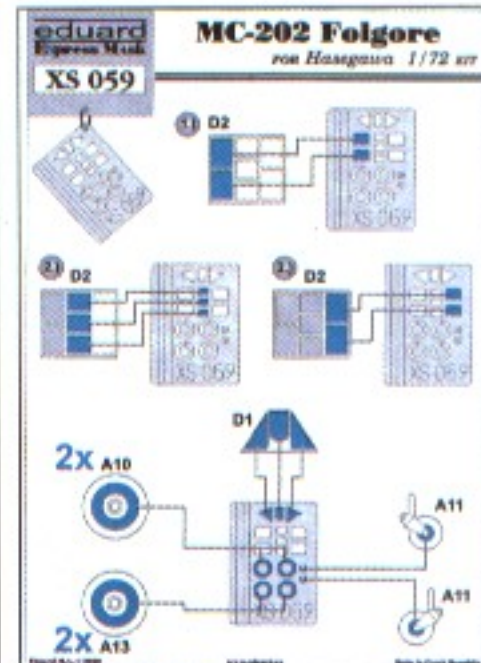
XS060 (Italeri)



XF526



XS056 (Hasegawa)



XS059 (Hasegawa)

Mister Kit

Luftwaffe Colours

The subject of WWII Luftwaffe colours is one which is still hotly debated, and there are already a number of 'authentic' colour ranges on the market. However, after extensive research, Mister Kit has just launched a series of acrylic colours covering all Luftwaffe colours from the 1935-1945 period.

The first batch of thirteen arrived with us for review and they are;

MKLW-00 Scale Tone
MKLW-01 RLM 82 Dunkelgrun
MKLW-02 RLM 81 Braunviolett
MKLW-03 RLM 76 Lichtblau
MKLW-04 RLM 84 Graublau
MKLW-05 RLM 75 Mittelgrau
MKLW-06 RLM 74 Graugreen
MKLW-07 RLM 04 Gelb
MKLW-08 RLM 25 Hellgruen
MKLW-09 RLM 02 Grau



MKLW-10 RLM 63 Gruengrau
MKLW-11 RLM 65 (1938 version)
MKLW-12 RLM 65 (1941 version)

The 'Scale Tone' is a mixing element you add at set ratios depending on the scale of model the colour is being applied to.

Each colour is easy to use and covers well, and can be highly recommended to all



Luftwaffe fans.

Our thanks to Mister Kit for the review samples.

The new range of Luftwaffe colours from Mister Kit



BlackMagic™

Just a single new item in this series this month, a sample of which has been passed directly to us for review by the manufacturer Cutting Edge (Meteor Productions).

1/48th Scale

CEBM48428 - Alpha Jet Canopy/Wheel Hub (Esci) [\$4.99]

Any of the masks in this series can be obtained directly from the manufacturer, or, in the UK, modellers can obtain them from Hannants.

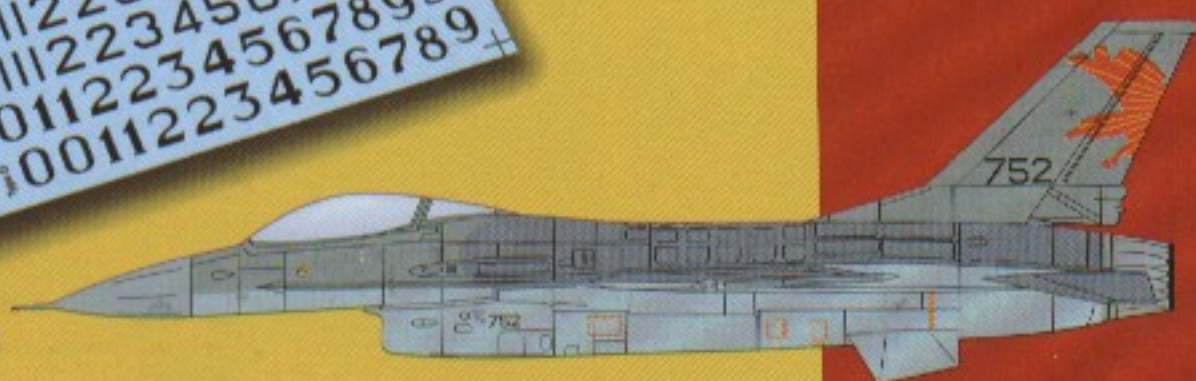
Our thanks to Meteor Productions for the review sample.



CEBM48428 (Esci)



48-498



We give you more options...

New Releases for July

48-498 F-16A/B Fighting Falcons

- 1: A/C #107 of the "First Jet Sqn" after the 82 war. It is one of the first four F-16s that came to Israel in 1980.
- 2: A/C #008 of the "First Jet Sqn" named "Hets" (arrow). This F-16B is also one of the first four F-16s to arrive at the IAF.
- 3: A/C #249 of the "Knights of the North" sqn. Some of the F16s that attacked the Iraqi nuclear reactor in 1981 came from this sqn.
- 4: A/C #219 of the "Knights of the North" sqn after the 82 war.
- 5: A/C #290 of the "Negev" sqn. This is the southern most F16 sqn.
- 6: A/C #015 of the "Knights of the North" sqn.
- 7: A/C #112 of the "Negev" sqn. This is the first F16 to ever shoot down an enemy A/C.
- 8: A/C #010 of the "Golden Eagle" sqn. This is one of the few F16Bs that came in the first "Peace Marble" project.

9: A/C #111 from the "Golden Eagle" sqn.

10: Between Aug 94 and Jan 95, the IAF got 50 ex USAF F-16s from types A and B. A/C #752 is one of the first to arrive at this sqn.

48-487 Israeli Barak

48-499 Pacific Lightnings Pt I

- 1: P-38L-5, 44-25432 "Florida Cracker", 432nd FS, flown by Joe Forster.
- 2: P-38G-15, 43-2386, 80th FS, flown by Lt John L. Jones.
- 3: P-38J, "Moose", flown by Major Donald Campbell.



48-499 Pacific Lightnings Pt I

Pacific Lightnings Part I



48-499

The Finishing Touch

This Tamiya P51D has been finished using AMD sheet No. 48-226 by Simon Mepstead of the 1/4 scale group



See us in
Dallas,
Texas
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convention
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19-22/00

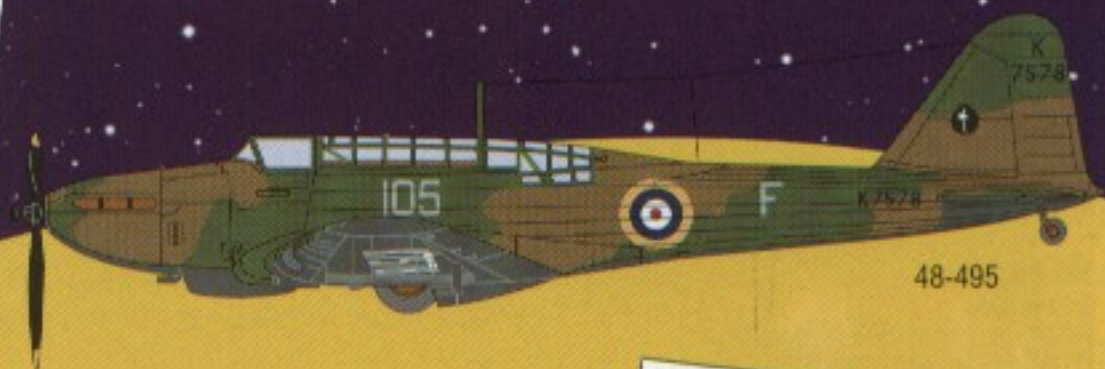
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48-500 Phancy Phantoms
Pt I



48-501 Murderous Marauders
Pt III



48-495

48-500 Phancy Phantoms Pt I

- 1: A/C 1 • F-4B, Bu153064 VMFA-115 Marine Air Group 15.
- 2: A/C 2 • F-4S, Bu153904 VMFA-321.

48-501 Murderous Marauders Pt III

- 1: A/C 1 B-26B-45 flew with 575th BS/391st BG during 1944.
- 2: A/C 2 A veteran of over 75 missions with the 495th BS, 344th BG.

attacking German armoured transport columns in the vicinity of Bouillon.

- 4: K7578 105•F of 105 sqn, Harwell, England, 1938.
- 5: L5360 RH•G of 88 sqn, Fontenay-le-Comte, France, June 1940. Previously abandoned and patched up with tree branches and fabric.
- 6: K9176 G of 266 sqn, Harwell, England, 1939.

48-486 Stinging Hornets Pt VII

- 1: F/A-18D, BuNo 164245, #01 of VFMA (AW)-255 'Vikings' NAS El Centro.
- 2: F/A-18C, BuNo 163719, #200 of VFA-115 'Eagles' NAS Lemoore.

72-175 Tuskegee Airmen

- 1: P-51C "INA The Macon Belle" 302nd FS, 332nd FG.
- 2: P-51D "Bunnie" 44-15569 100th FS, 332nd FG.
- 3: P-51C "Miss Pelt" 100th FS, 332nd FG.
- 4: P-51D "Little Freddie" 302nd FS, 332nd FG.
- 5: P-51B/C "Topper III" 99th FS, 332nd FG.



48-487 F-16 Israeli Barak

Stinging Hornets Pt VII



48-486

Phancy Phantoms

VMFA-115 VMFA-321 Pt I



48-500

48-495 Fairey Battle 1938-40

- 1: K9264 PM•L of 103 sqn, near Junglinster, Luxembourg, May 1940. Shot down on the opening day of the invasion of France whilst low-level bombing.
- 2: P2232 PH•F of 12 sqn, Vroenhoven, Belgium, May 1940. Led 'A' Flight in one of the series of attacks against the Maastricht and Albert Canal Bridges.
- 3: K9353 HA•J of 218 sqn, Bouillon, France, May 1940. Shot down whilst



48-495 Fairey Battle 1938-40



48-486 Stinging Hornets
Pt VII



72-175 Tuskegee Airmen

"I have been delighted time and again with Aeromaster's depictions of aircraft flown by such Luftwaffe greats as Mayer, Seiler, Glunz, Jesau, etc. I particularly applaud you offering a 109 and 190 flown by 'Joni' Hackl, who may have been Germany's greatest ace during the final year of the war..."

Charles C. Foree, Nebraska, U.S.

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World Wide
Distribution

Custom Aeronautical Miniatures

- 1/48th Scale**
 48-A002 Modern US Navy High Visibility Insignia (\$8.00)
 48-A004 Stencil Letters/Numbers - Black (\$5.00)
 48-A005 Stencil Letters/Numbers - Grey (\$5.00)
 48-S002 Stripes - White (\$4.00)
 48-S005 Stripes - Blue (\$4.00)
1/32nd Scale
 32-A002 Modern US Navy High Visibility Insignia (\$8.00)
 32-S001 Stripes - Black (\$8.00)
 32-S002 Stripes - Red (\$5.00)

Pegasus

- 1/72nd Scale**
 PEGD7216 Light Wood Grain Effect (£4.99)
 PEGD7217 Dark Wood Grain Effect (£4.99)

Eagle Strike

- 1/72nd Scale**
 72014 Defenders of the Fatherland [5x Bf 109] (£5.00)
 72019 Phantoms Phorever Pt.1 [3x F-4] (£TBA)
 72020 Phantoms Phorever Pt.2 [3x F-4] (£6.25)
1/48th Scale
 48001 Phantoms Phorever Pt.1 [3x F-4] (£7.50)
 48004 Phantoms Phorever Pt.2 [3x F-4] (£7.50)
1/32nd Scale
 32017 Me 262 Sturmbirds [3x Me 262A] (£5.00)
 32018 Mitsubishi Zero [3x A6M5] (£5.00)
 32019 Fresco Collection MiG-17 Part 1 [4x MiG-17] (£5.00)

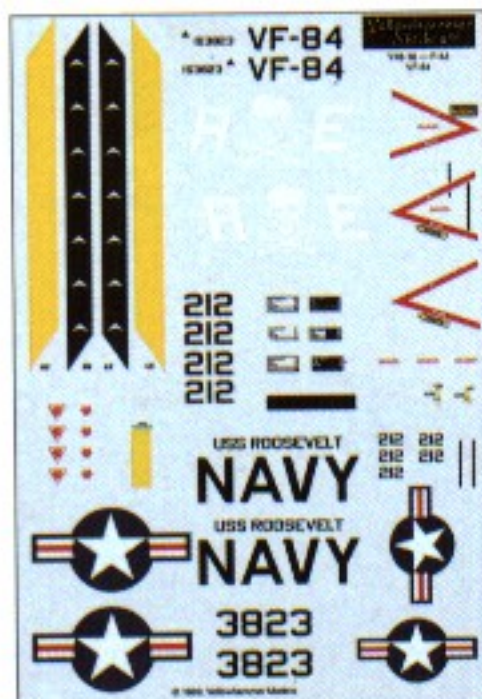
Third Group

- 1/48th Scale**
 48-047 Lockheed P-38 Lightning [3x P-38] (£4.95)
 48-053 Junkers Ju 88G-6 [4x Ju 88] (£4.95)
 48-054 Junkers Ju 52/3m [2 Ju 52] (£4.95)
 48-055 Junkers Ju 52/3m [2 Ju 52] (£4.95)
 48-056 Mistel 2 & S2 #1 [3x Mistel] (£4.95)
 Samples via: The Aviation Hobby Shop

AeroMaster

- 1/48th Scale**
 48-486 Stinging Hornets Pt.VII [2x F-18] (£TBA)
 48-490 Storms in the Sky Pt. XI [3x Typhoon & 1x Tempest] (£TBA)
 48-491 Storms in the Sky Pt. XII [2x Typhoon & 2x Tempest] (£TBA)
 48-493 Last of the Breed [4x Bf 109] (£TBA)
 48-494 Last of the Breed [4x Bf 109K-4] (£TBA)
 48-495 Fairey Battle 1939-1940 [6x Battle] (£TBA)
 48-496 Blitzkrieg on Poland Pt.I [5x Bf 109] (£TBA)
 48-497 Blitzkrieg on Poland Pt.II [5x Bf 109] (£TBA)
1/32nd Scale
 32-005 Korean War MiG Aces Pt.I [4x MiG-15bis] (£TBA)
 32-006 Korean War MiG Aces Pt.II [3x MiG-15bis] (£TBA)

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.



The decal sheet from YHD48-16

Albatros Modelworks

A new sheet of decals for the Lancaster has just been produced by this manufacturer and a sample has been passed directly to us for review.

1/48th Scale

ALC-48003 'Sexy Lanes'

- 1. B Mk I, P8817/G, IQ-Q, No. 150 Squadron, Hemswell.
- 2. B Mk I, B-033, Argentinian Air Force, 1948.
- 3. B Mk X, KB864, NA-S, 'Sugar's Blues', No. 428 (Ghost) Squadron, RCAF, Middleton St. George, June 1945.
- 4. B Mk I, LL804, BH-F, No. 300 (Mazovian)

Squadron, Faldingworth.

- 5. B Mk I, NG374, QB-P, No. 424 (City of Hamilton) Squadron, RCAF, RAF Skipton-on-Swale.

The sheet includes all the national insignia for one complete aircraft along with one set of stencils.

This sheet is also available in 1/72nd scale as ALC-72003. UK modellers can obtain examples from Hannants at £12.50.

Our thanks to Albatros Modelworks for the review sample.



Three of the options offered on ALC-48003

Yellowhammer Models

A number of new sheets in this range have been passed to us for review by Meteor Productions, who are their worldwide distributors.

1/72nd Scale

YHD72-02 F-4J

- 1. F-4J, 155800, VF-96, USS Constellation, flown by Lt Randy Cunningham and Lt (jg) Willie Driscoll on the 10th May 1972.

1/48th Scale

YHD48-16

- 1. F-4J, 153823, VF-84 Jolly Rogers, USS Roosevelt.

Price: £6.65

YHD48-17 F-4J

- 1. F-4J, 153879, VFMA-235 'Death Angels', MCAS Kaneohe Bay, Hawaii.

Price: £6.65

YHD48-18

- 1. F-4J, VF-194 'Ferris Scheme' as applied to this group's aircraft for the 1976-78 period.
- 2. F-4J, 153783, VX-4 'Evaluators' in the famous overall black 'Black Bunny' scheme.

Price: £6.65

1/32nd Scale

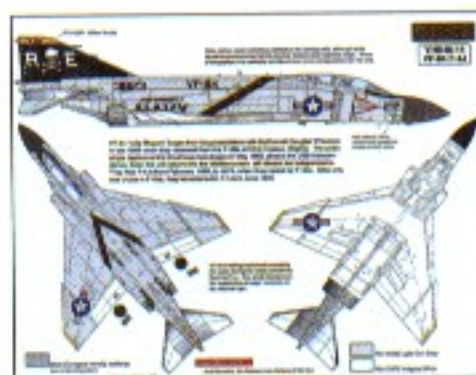
YHD32-07 F-4J

- 1. F-4J, 155800, VF-96, USS Constellation, flown by Lt Randy Cunningham and Lt (jg) Willie Driscoll on the 10th May 1972.

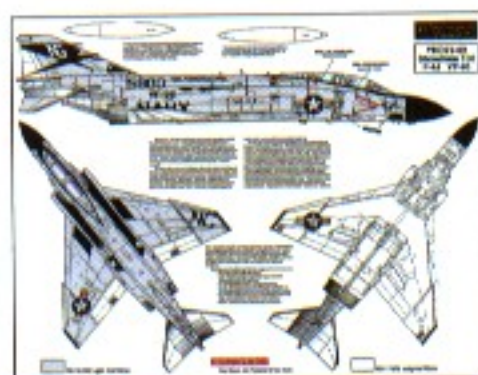
Price: £9.99

Each sheet offers all the unique markings for each option plus national insignia and a selection of stencils.

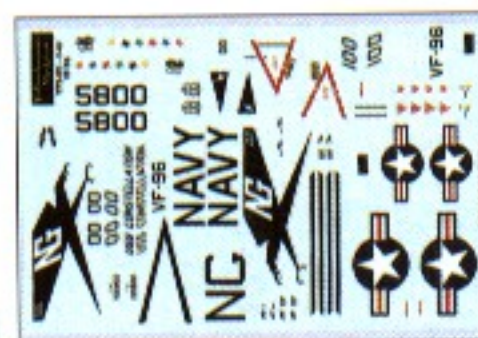
Our thanks to Meteor Productions for the review samples. UK modellers can obtain examples from Hannants.



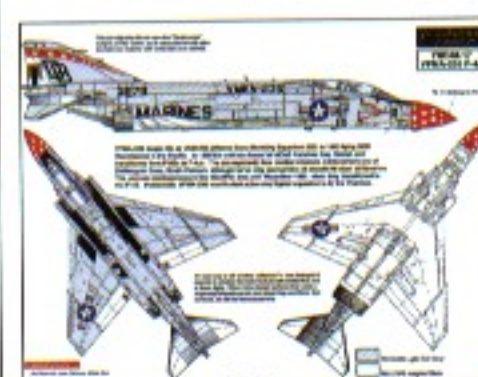
The option on YHD48-16



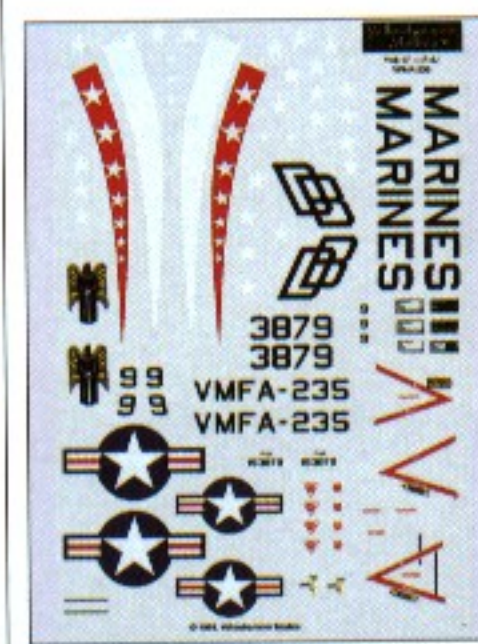
The option on YHD72-02



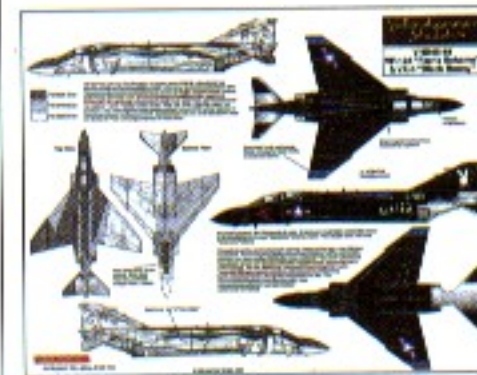
The decal sheet from YHD72-02



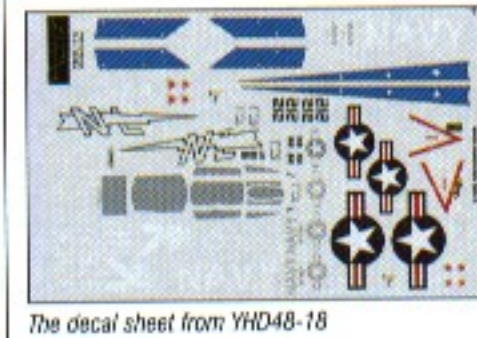
The option on YHD48-17



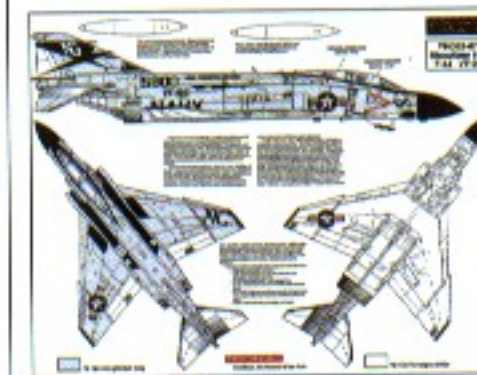
The decal sheet from YHD48-17



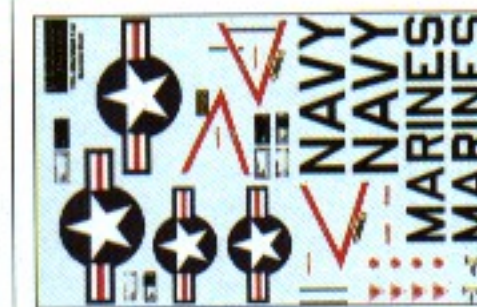
The options on YHD48-18



The decal sheet from YHD48-18



The options on YHD32-07



The decal sheets from YHD32-07

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Techmod

A new sheet of decals from this manufacturer has been passed to us for review.

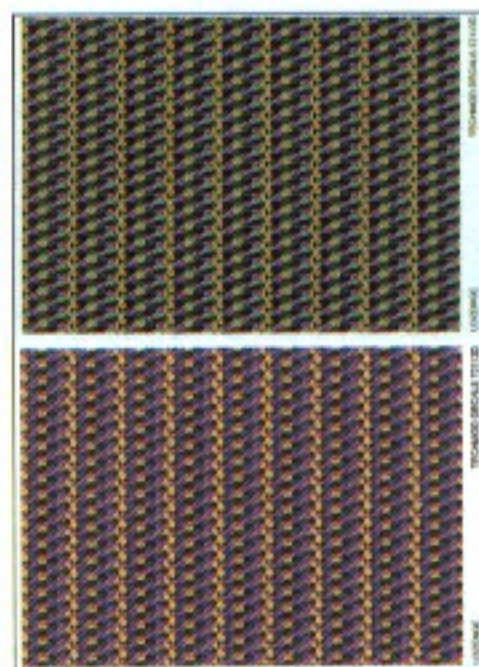
1/72nd Scale

72113 WWI Lozenge

This pack offers two sheets of decals; one depicting five-colour lozenge for the upper surface, and the other with five-colour lozenge for the lower. Nine 120mm x 20mm strips make up each sheet, although these strips are not supplied separately.

The printing and colour density on each sheet is very good, and I am sure that these will come in handy for a number of modellers, considering the growing number of mainstream kits of WWI German aircraft available.

Our thanks to Choroszy Model for the review sample.



The two decal sheet in 72113D

Fantasy Printshop

Just a single new sheet from Fantasy Printshop this month, although the subject matter will be of interest to many.

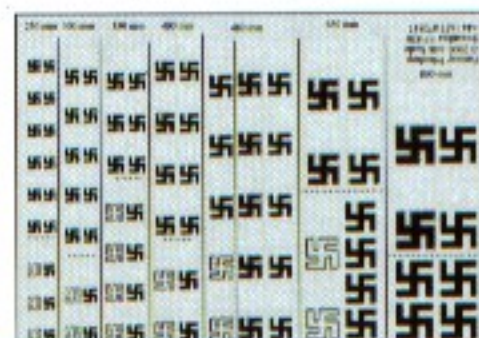
1/48th Scale

FP828 Swastikas

This sheet offers swastikas in 250, 300, 350, 400, 480 and 600mm sizes. There are a total of 174 images on this sheet, although quite a few of these are for two-part application.

This sheet retails for £4.95 directly from the manufacturer.

Our thanks to Fantasy Printshop for the review sample.



FP828 Swastikas

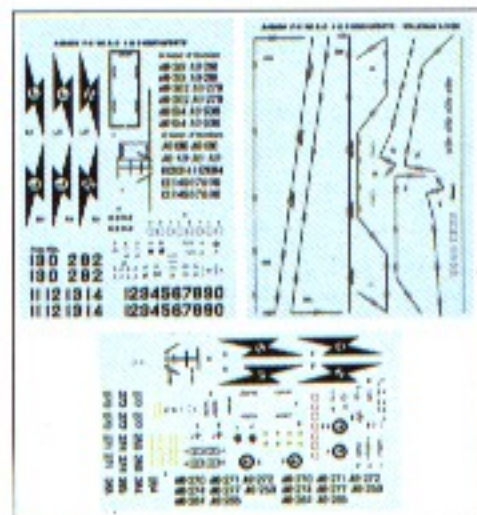
Aussie Decals

They have been quiet for a while, but here are the latest couple of sheets from this Australian manufacturer.

1/48th Scale

A48020 F-111

- 1. F-111C, A8-130, No. 1 Squadron, Amberley AB, 1997.
- 2. F-111G, A8-282, No. 6 Squadron, 1997.



The three sheets in A48020



The update sheet offered in A48021

This sheet is also available in 1/72nd scale as A72028

A48021 F/A-18 Hornet

- 1. F/A-18, A21-29, No. 75 Squadron, 1995.
- This sheet just offers the unique tail markings for this machine and you will need A72013 (1/72nd), A48010 (1/48th) or 32002 (1/32nd) for the remainder of the markings. This sheet is also available in 1/72nd scale as A72029 & 1/32nd scale as A32005.

A48022 F-111

- 1. F-111C, A8-125, 25th Anniversary Scheme, No. 1 Squadron, Amberley AB, 1998
- 2. F-111G, A8-272, 'Boneyard Wrangler', No. 6 Squadron, Amberley AB, 1997.

Note that this sheet only offers tail art for the options and A48020 or A72028 will be required to make up the full markings.

This sheet is also available in 1/72nd scale as A72031.

Our thanks to Aussie Decals for the review samples. UK modellers can obtain examples from Hannants.



The decal sheets from A48022

EagleCals

A couple of new high quality decal sheets have been passed directly to us for review by this manufacturer.

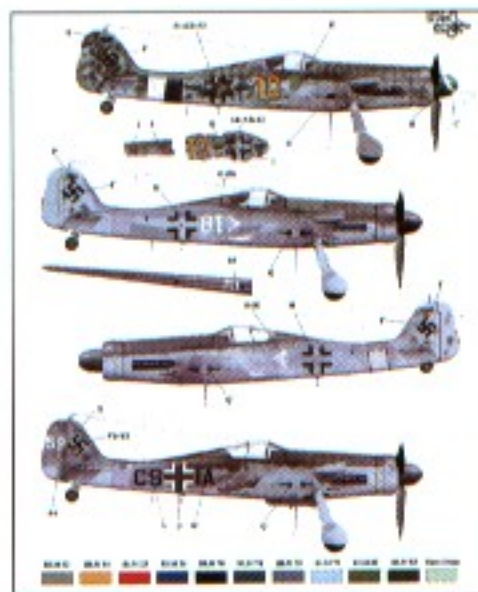
1/48th Scale

EC#19 Fw 190D-11, 12 & 13

- 1. Fw 190D-13/R11, 'Yellow 10', W/Nr. 836017, Stab JG26, Flensburg, Germany, May 1945.
- 2. Fw 190D-11, '<81', W/Nr. 220014, Verbandsführerschule GdJ, Bad Wörishofen, May 1945.
- 3. Fw 190D-12, CS+1A, W/Nr. 350165, May 1945.
- 4. Fw 190D-11, '<<', W/Nr. 220009, Verbandsführerschule GdJ, Bad Wörishofen, May 1945.

EC#20 VF-17 the Jolly Rogers

- 1. F4U-1A 'White 1', 'Big Hog', flown by Lt Cdr Tom Blackburn, Ondongo, New Georgia, November 1943.
- 2. F4U-1A, 'White 17', flown by Lt Cdr



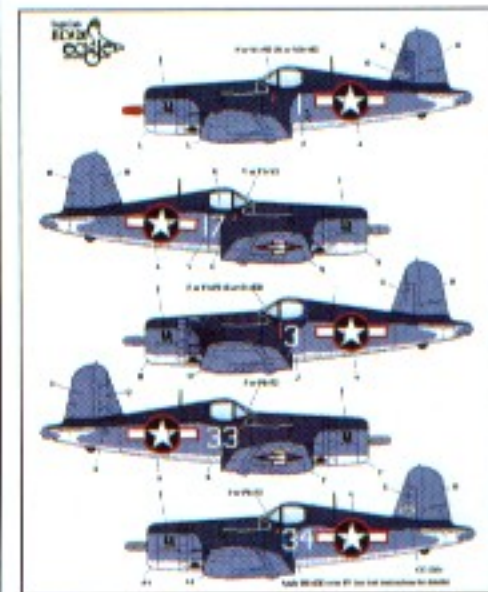
The four options on EC#19

Roger Hedrick, Ondongo, New Georgia, November 1943.

- 3. F4U-1A, 'White 3', flown by Lt (jg) E. James 'Big Jim' Streig, Ondongo, New Georgia, November 1943.
 - 4. F4U-1A, 'White 33', flown by Lt M.W. 'Butch' Davenport, Ondongo, New Georgia, November 1943.
 - 5. F4U-1A, 'White 34', flown by Lt (jg) Doris 'Chico' Freeman, Ondongo, New Georgia, November 1943.
- This sheet is also available in 1/72nd scale.

Each sheet comes with all the unique markings for each option along with a selection of national insignia and stencils. The instructions, as always, are extensive with lots of information to ensure you get all the colour and markings correct. Note that sheet EC#20 is a special that includes a number of excellent period photographs of the aircraft depicted in decal form. Each sheet retails for £7.99 in the UK.

Our thanks to Eagle Editions for the review samples.



The five options on EC#20

RAFDEC

A couple of new RAF related sheets in 1/72nd scale have just been produced by this manufacturer, and samples have been passed directly to us for review.

1/72nd Scale

RF7205 RAF 1940-1947

- 1. Spitfire Mk I, P9323, ZD-F, No. 222 (Natal) Squadron, RAF Hornchurch, June 1940.
- 2. Hurricane Mk I, W9291, M*, No. 213 Squadron, Ismailia, Egypt, November 1941.
- 3. Blenheim Mk IV, Z9601, H, No. 55 Squadron, Fuka, Western Desert, 1942.
- 4. Lancaster ASR.III, RF310, RL-A, No. 279 Squadron, RAF Beccles, Det. Pegu, Burma, 1946
- 5. Spitfire PR Mk XIX, PM660, OI-X, No. 2 Squadron, RAF Wunstorf, 1947
- 6. Mosquito PR Mk XVI, NS797, DT-N, No. 192 Squadron, RAF Foulsham, 1945

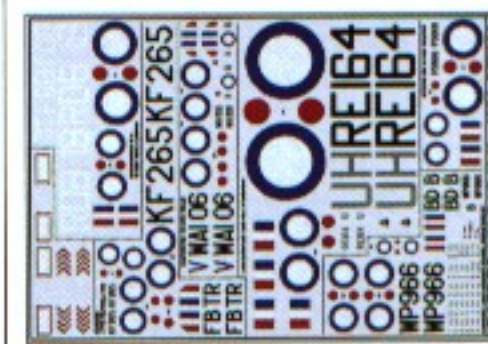
RF7206 RAF 1949-1954

- 1. Spitfire PR Mk XIX, PS888, NO. 81 Squadron, RAF Seletar, 1954
- 2. N.A. Harvard, Mk IIB, KF265, FB-TR, No. 3 FTS, RAF Feltwell, 1950

- 3. Bristol Beaufighter TF Mk X, RD819, OB-F, No. 45 Squadron, Kuala Lumpur, 1949.
- 4. D.H. Vampire FB Mk 5, WA106, V-B, No. 145 Squadron, RAF Cele, 1952
- 5. DHC Chipmunk T.10, WP966, BD-B, Light Aircraft School, RAF Middle Wallop, March 1953.
- 6. Lancaster GR Mk III, RE164, H-U, School of Maritime Reconnaissance, RAF St Mawgan, July 1953.

Each of these sheets includes all the unique and national insignia for every option. These sheets retails for £4.95 plus 50p P&P each and can be obtained directly from the manufacturer.

Our thanks to RAFDEC for the review samples.



RF7206 RAF 1949-1954

Cutting Edge

A couple of new sheets have been passed directly to us for review by this manufacturer.

1/48th Scale

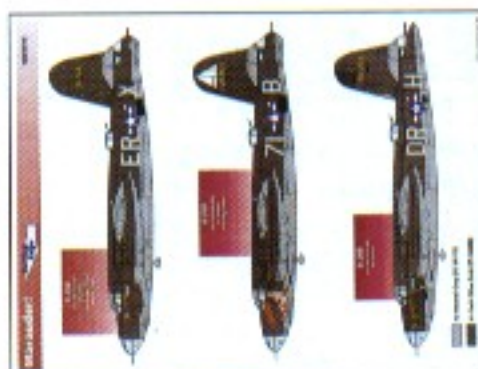
CED48116 B-26 Marauder

- 1. B-26B, 41-31765, 'Fightin' Cock', 450th BS, 322nd BG, Andrews Field, March 1944.
- 2. B-26B, 42-95864, 'Valkyrie', 497th BS, 344th BG, January 1945
- 3. B-26B, 41-18054, 'Jezabelle', 452nd BS, 322nd BG.

Price: £6.99

CED48117 P-40 Tomahawk

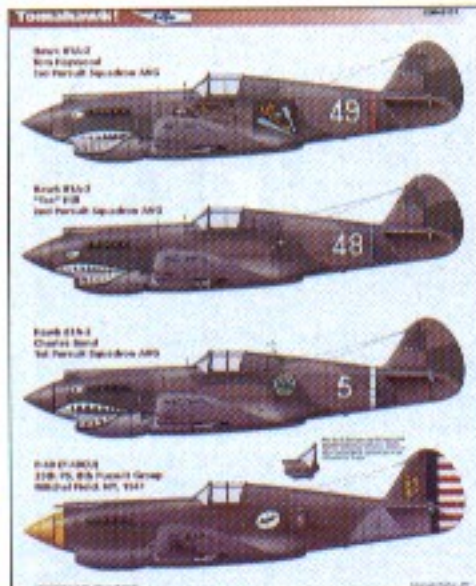
- 1. Hawk 81A-2, 'White 49', flown by Tom Haywood, 3rd Pursuit Squadron, AVG
- 2. Hawk 81A-2, 'White 48', flown by 'Tex' Hill, 2nd Pursuit Squadron, AVG.



The three options on CED48116



The decal sheet from CED48116



The four options on CED48117

- 3. Hawk 81A-2, 'White 5', flown by Charles Bond, 1st Pursuit Squadron, AVG.
- 4. P-40CU, 35th Pursuit Squadron, 8th Pursuit Group, Mitchel Field, NY, 1941.



The decal sheet from CED48117

Price: £7.99

Each of these sheets includes all the unique markings for each option. The B-26 sheet only offers one set of national insignia (due to the size in this scale), but the P-40 sheet has a complete set of three styles of insignia.

Our thanks to Meteor Productions for the review samples.

Linden Hill Decals

This is a new name to us, but their first two sheets have been passed directly to us for review.

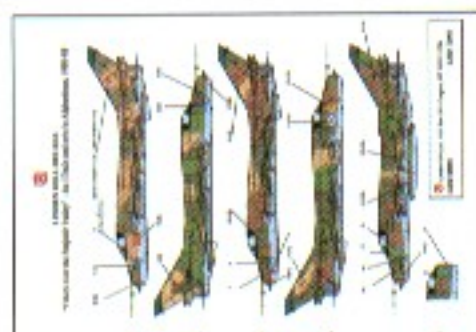
1/48th Scale

LHD 48001 Fitters over the Panjshir Valley

- 1. Su-17m3, 'Red 26', 136th IBAP, Kandahar, Summer 1986
- 2. Su-17m3R, 'Blue 21', 139th IBAP,

Shindand, Spring 1987.

- 3. Su-17m3, 'Red 03' of an unknown VVS regiment, Afghanistan, 1986.
- 4. Su-17m3, 'Yellow 10' of the A-VME, Gvardyeskoye AB, Crimea.
- 5. Su-17m4, 'Blue 42', Orsha Fighter Bomber Regiment, Kokaidy AB, 1988-9
- 6. Su-17m4R, 'Blue 07', 16th Reconnaissance Regiment, Bagram, December 1988.



The five options on LHD 48001/72001

This sheet is also available in 1/72nd scale as LHD 72001.



The decal sheet from LHD 72001

Our thanks to Linden Hill for the review sample. UK modellers can obtain examples from Hannants at £7.50.

Liveries Unlimited

This month sees the scaling-down of their previous BOAC Mosquito sheet to suit the recent Tamiya or Hasegawa kits, as well as some new sheets in 1/144th and 1/200th scales.

1/72nd Scale

AGA7-014

- 1. D.H. Mosquito FB Mk VI, G-AGGF, BOAC
- 2. D.H. Mosquito FB Mk VI, G-AGGC, BOAC

This sheet is \$6.95 (£5.65)

1/144th Scale

AGA4-151 Ethiopian Airlines 757-200s

- 1. Boeing 757-200, ET-AKC, Ethiopian Airlines.
- 2. Boeing 757-200PE ET-AJS, Ethiopian Cargo.

This sheet is \$9.00 (£7.50)



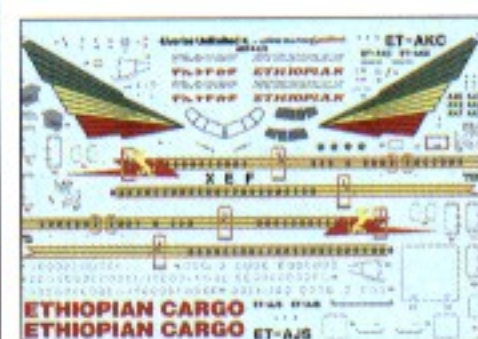
The Mosquito options on AGA7-014



The decal sheet from AGA7-014



The 757-200 options on AGA4-151



The decal sheet from AGA4-151

AGA4-152 New York Air 737-300

- 1. Boeing 737-300, N14308, New York Air

This sheet is \$7.50 (£6.25)

1/200th Scale

AGA2-101 Ethiopian Airlines 767s

- 1. Boeing 767-200 (ER), ET-AIE, Ethiopian Airlines
- 2. Boeing 767-200 (ER), ET-AIF, Ethiopian Airlines
- 3. Boeing 767-200 (ER), ET-AIZ, Ethiopian Airlines

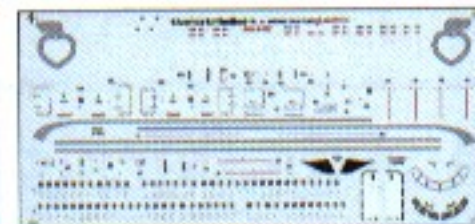


The 737-300 options on AGA4-152

- 4. Boeing 767-33A (ER), ET-AKW, Ethiopian Airlines
- 5. Boeing 767-33A (ER), ET-ALC, Ethiopian Airlines

This sheet is \$7.50.

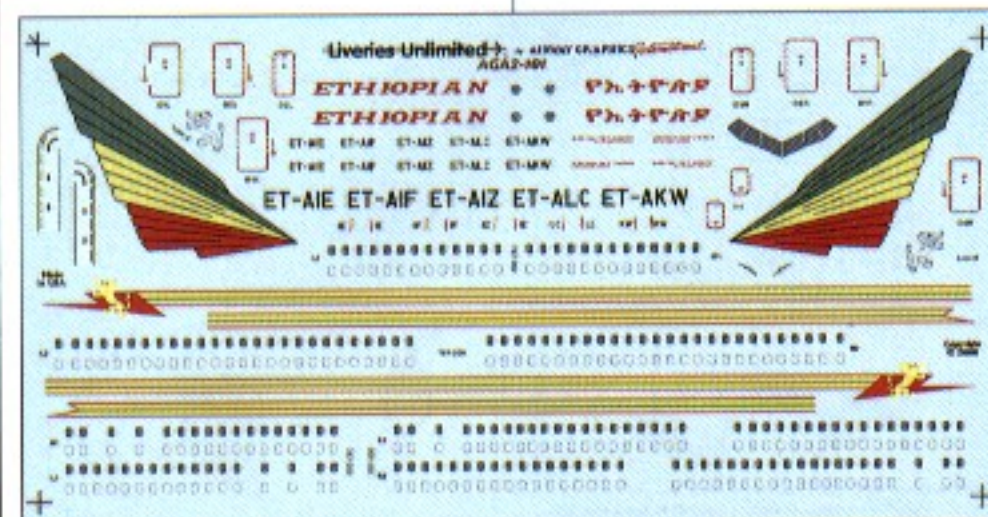
Each of these sheets offers the overall markings for each option along with specific registrations etc to make any of the options listed. The decals are beautifully printed and each set comes with excellent full-colour instructions.



The decal sheet from AGA4-152



The 757-200 options on AGA2-101



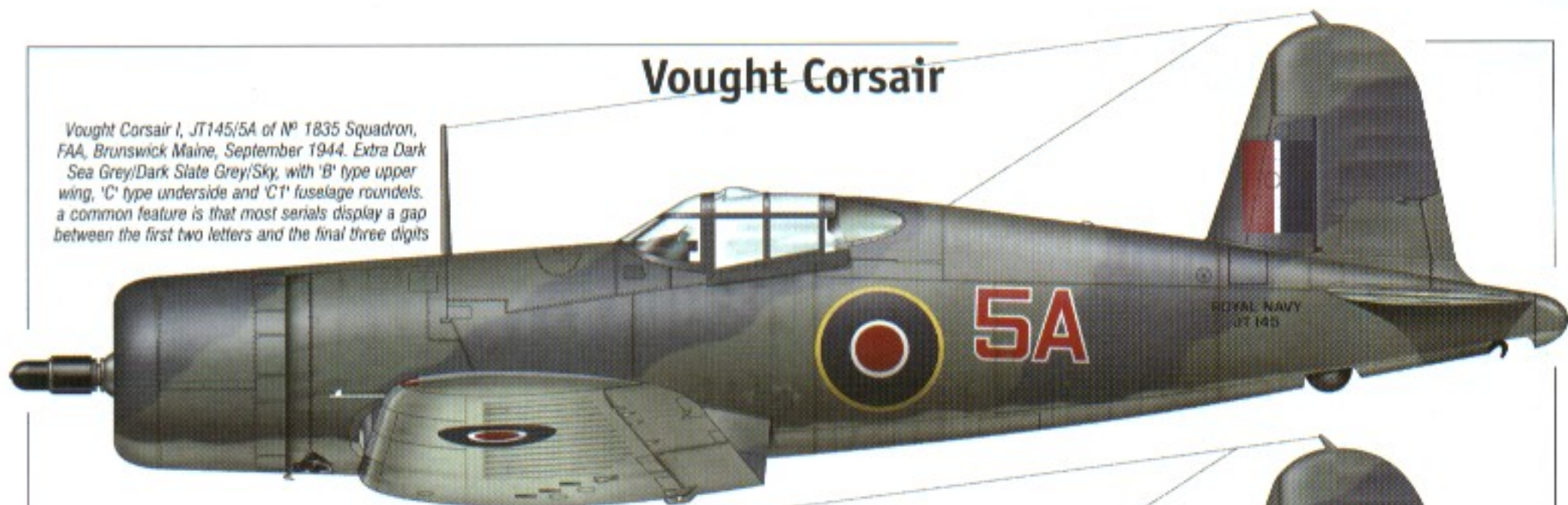
The decal sheet from AGA2-101

Our thanks to Airway Graphics International for the review samples.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Vought Corsair

Vought Corsair I, JT145/5A of N° 1835 Squadron, FAA, Brunswick Maine, September 1944. Extra Dark Sea Grey/Dark Slate Grey/Sky, with 'B' type upper wing, 'C' type underside and 'C1' fuselage roundels. a common feature is that most serials display a gap between the first two letters and the final three digits



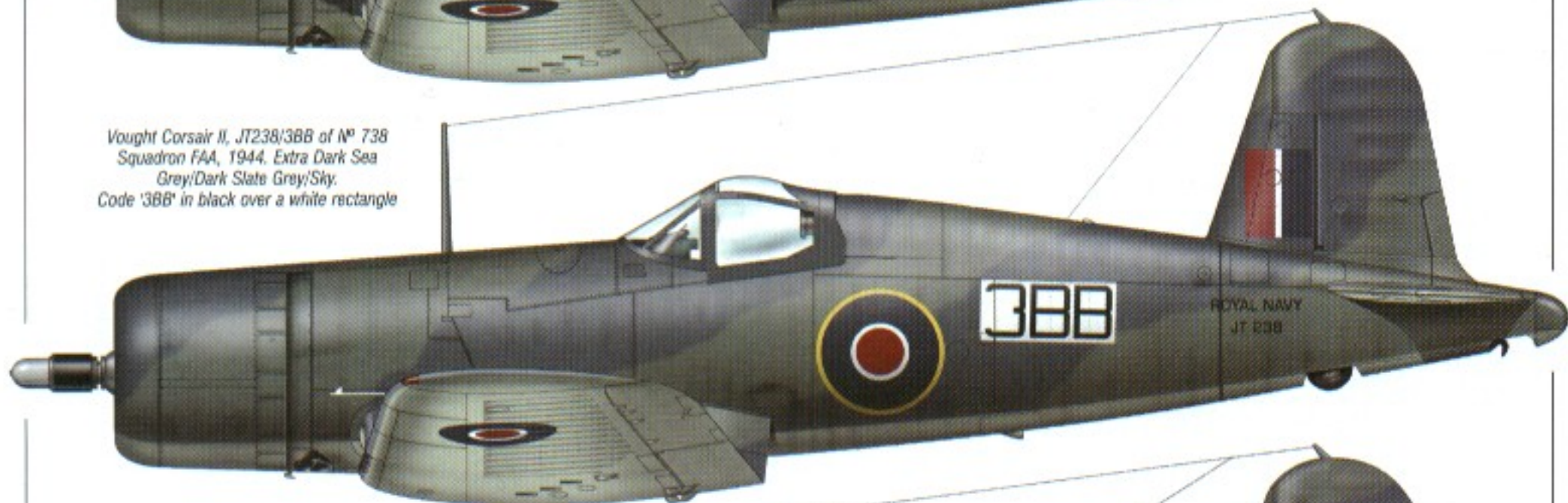
Vought Corsair I, JT162/6A of N° 1830 Squadron FAA, the first unit to be formed on this type at Quonset Point in June 1943. Extra Dark Sea Grey/Dark Slate Grey/Sky with 'B' type roundels above wings, 'C' under and 'C1' on fuselage. Note previous identity code painted over under '6A'



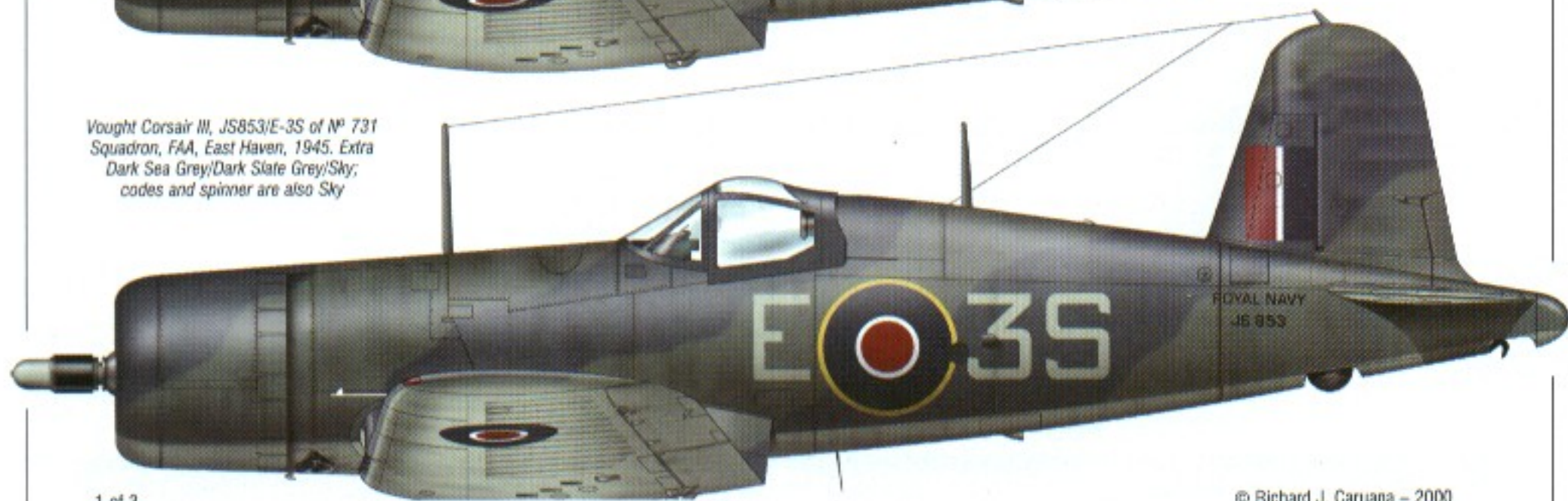
Vought Corsair I, JT158/9L of N° 1834 Squadron FAA, Quonset Point, July 1943. Extra Dark Sea Grey/Dark Slate Grey/ Sky. While having the standard camouflage pattern, the two top colours appear to have been switched around



Vought Corsair II, JT238/3BB of N° 738 Squadron FAA, 1944. Extra Dark Sea Grey/Dark Slate Grey/Sky. Code '3BB' in black over a white rectangle



Vought Corsair III, JS853/E-3S of N° 731 Squadron, FAA, East Haven, 1945. Extra Dark Sea Grey/Dark Slate Grey/Sky; codes and spinner are also Sky





Vought Corsair IV, KD431/E2-M of the Fleet Air Arm Collection (P.J. Caruana Archives)

Pacific Pirate

The birth of the 'Corsair' stemmed from a United States Navy (USN) contest announced in February 1938. Specifications requested a single-seat seaborne fighter of much higher performance than any of its contemporaries, especially in service ceiling and speed. Armament was to consist of a pair of .3in machine guns in the fuselage with 500 rounds per gun (rpg), and another pair in the wings with 200 rpg which could be exchanged for Madsen 23mm cannon. An unusual request was for internal bomb cells for a total of 167lb.

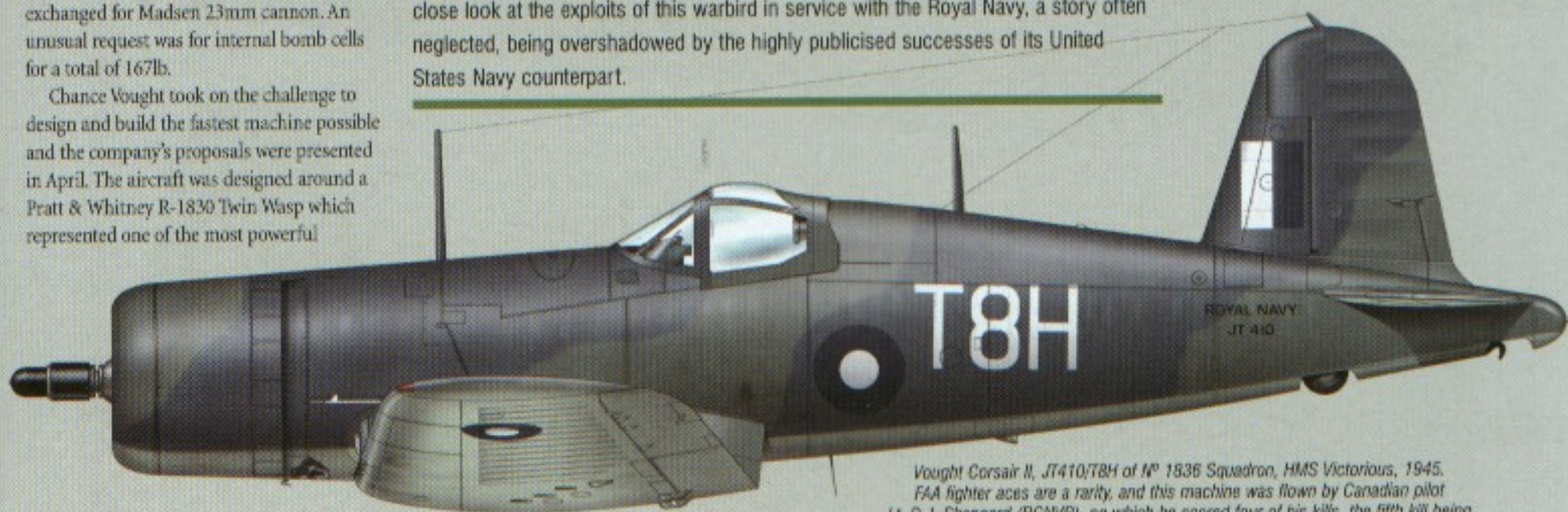
Chance Vought took on the challenge to design and build the fastest machine possible and the company's proposals were presented in April. The aircraft was designed around a Pratt & Whitney R-1830 Twin Wasp which represented one of the most powerful

The Vought Corsair in Fleet Air Arm Service

Nicknamed 'The Bentwing Bird' and 'Whispering Death', the Chance Vought Corsair is definitely among the very best naval fighters produced during World War II. The Fleet Air Arm acquired hundreds of examples for its campaign in the Pacific Ocean, where it became its standard fighter equipment for many years. Richard J. Caruana takes a close look at the exploits of this warbird in service with the Royal Navy, a story often neglected, being overshadowed by the highly publicised successes of its United States Navy counterpart.



First prototype of the Corsair, the XF4U-1, during one of its initial flights. Note the original cockpit position, which later was moved back to make way for fuselage fuel tankage (Vought)



Vought Corsair II, JT410/T8H of No 1536 Squadron, HMS Victorious, 1945. FAA fighter aces are a rarity, and this machine was flown by Canadian pilot Lt. D.J. Sheppard (RCNVR), on which he scored four of his kills, the fifth kill being achieved in a Corsair IV, coded 13-6 © Richard J. Caruana - 2000

power plants then available. However it also proposed a parallel design which could make use of the Pratt & Whitney XR-2800-2 Double Wasp, the most powerful engine envisaged for future production.

These proposals, designated V-166A and V-166B respectively, were the most impressive to emerge from the Navy contest and in June 1938, Vought received approval for the design and construction of a prototype under the designation of XF4U-1. A full-size mock-up completed in February 1939 for inspection, revealed for the first time the characteristic gull-wing design which was to become such a unique recognition feature. This kinked wing was an ideal solution for the design problems posed

by the massive power plant and its enormous propeller. Undercarriage length and ground angle were kept to a minimum.

The prototype, fitted with the Double Wasp, flew for the first time on March 29, 1940 piloted by Lyman A. Bullard. A speed of 405mph (considered sensational for its time) made it the first American fighter to surpass the 400mph mark. Although the Navy knew it had a winner in its hands, the aircraft's entry into production was by no means straightforward. A series of modifications and additions were asked of an aircraft which already presented a considerable engineering challenge for mass production. All armament was moved to the wing which meant that the

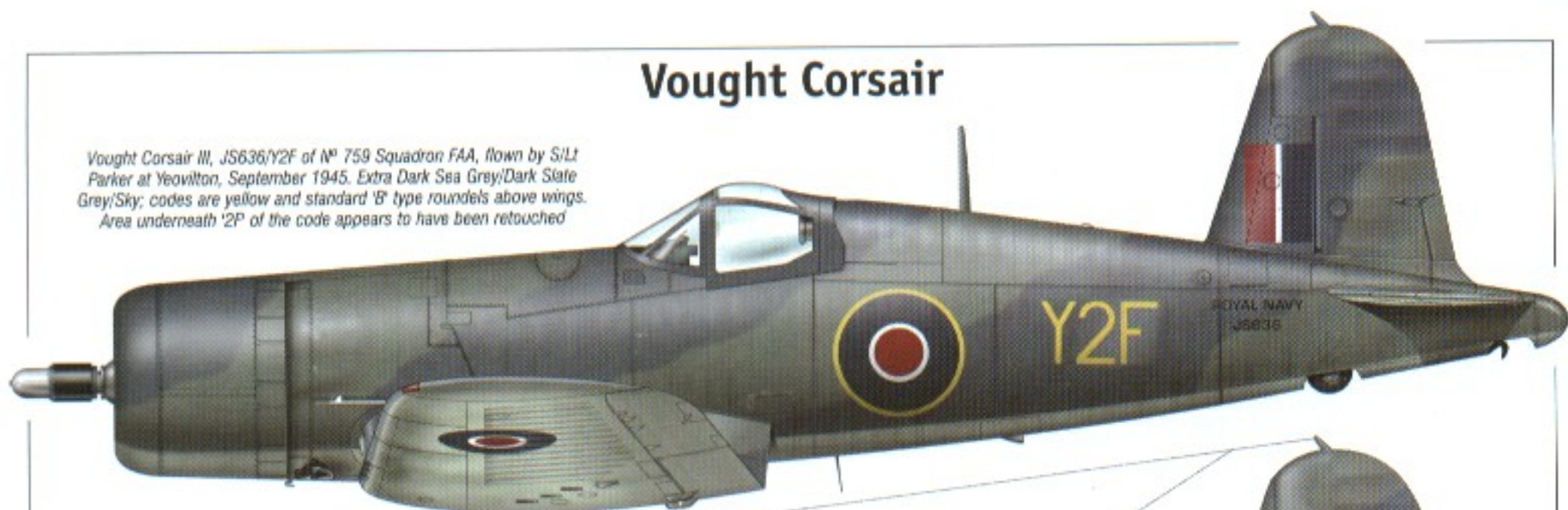
wing centre-section fuel cell had to be moved to the fuselage. Thus the cockpit was moved back some three feet, to a position from which the pilot's view forward was practically blocked by the massive wings while manoeuvring on the ground. Armour plating amounting to a total of 170lb was also added, including a 5mm laminated sheet windscreen front, and heavy aluminium plate protection for the fuel tanks.

On June 30 1941, Chance Vought received a contract for an initial production batch, the first of which flew for the first time on June 25 1942, obtaining a top speed of 415 mph. Carrier trials about USS

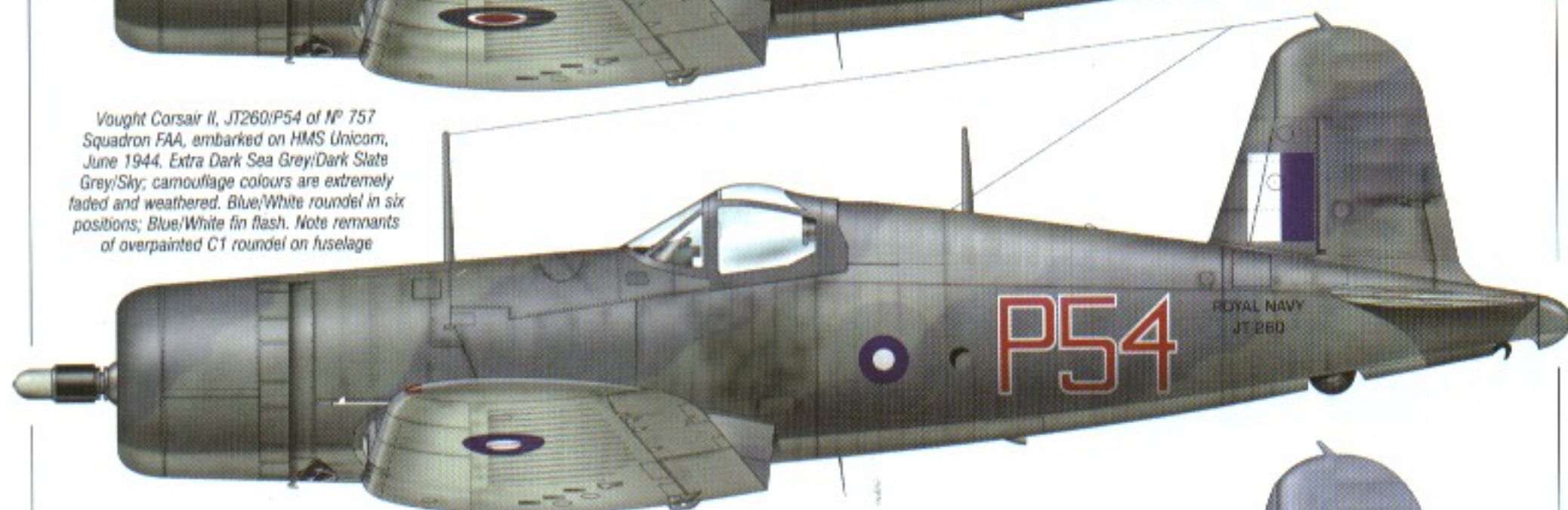
Sanagamon were performed three months later by the seventh production example, when a number of problems which considerably delayed the Corsair's entry into carrier service were exposed. Modifications were so extensive that a separate unit was set up to convert aircraft coming off the Straford production line to combat standard. This enabled VMF-124 to be the first Corsair-equipped unit when twelve 'combat-ready' machines arrived at Henderson Field (Guadalcanal) on February 12, 1943. Trials permitting full fleet service, however, were only concluded by VF-301 in April 1944.

Vought Corsair

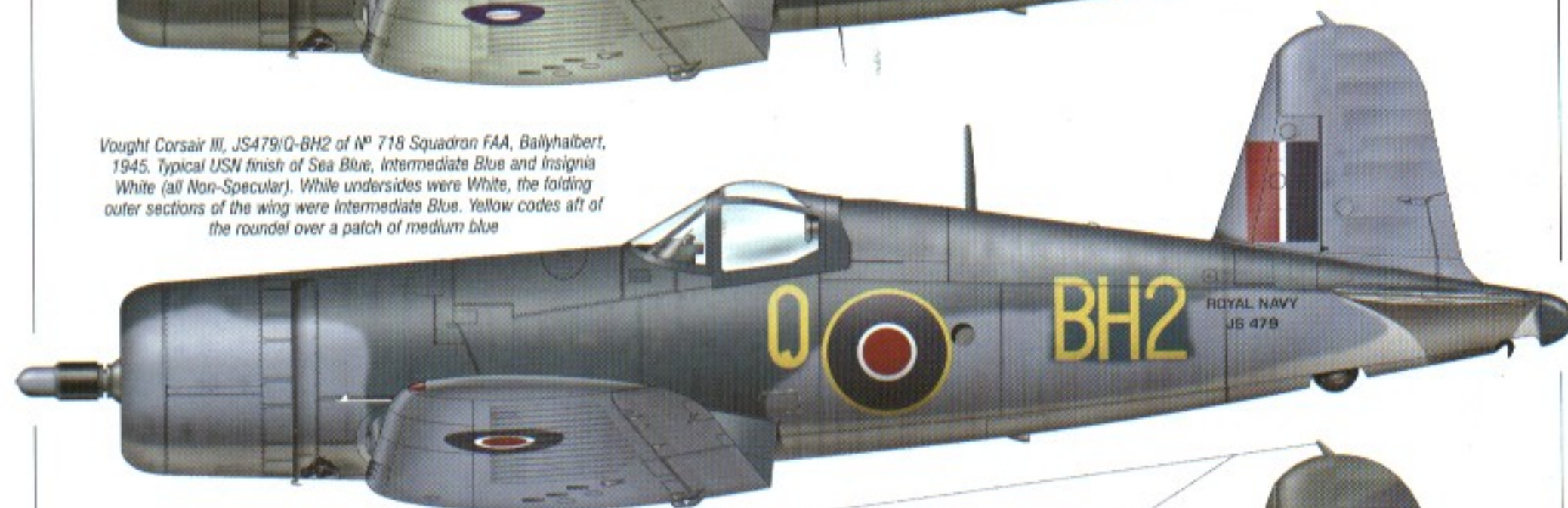
Vought Corsair III, JS636/Y2F of N° 759 Squadron FAA, flown by S/Lt Parker at Yeovilton, September 1945. Extra Dark Sea Grey/Dark Slate Grey/Sky; codes are yellow and standard 'B' type roundels above wings. Area underneath '2F' of the code appears to have been retouched



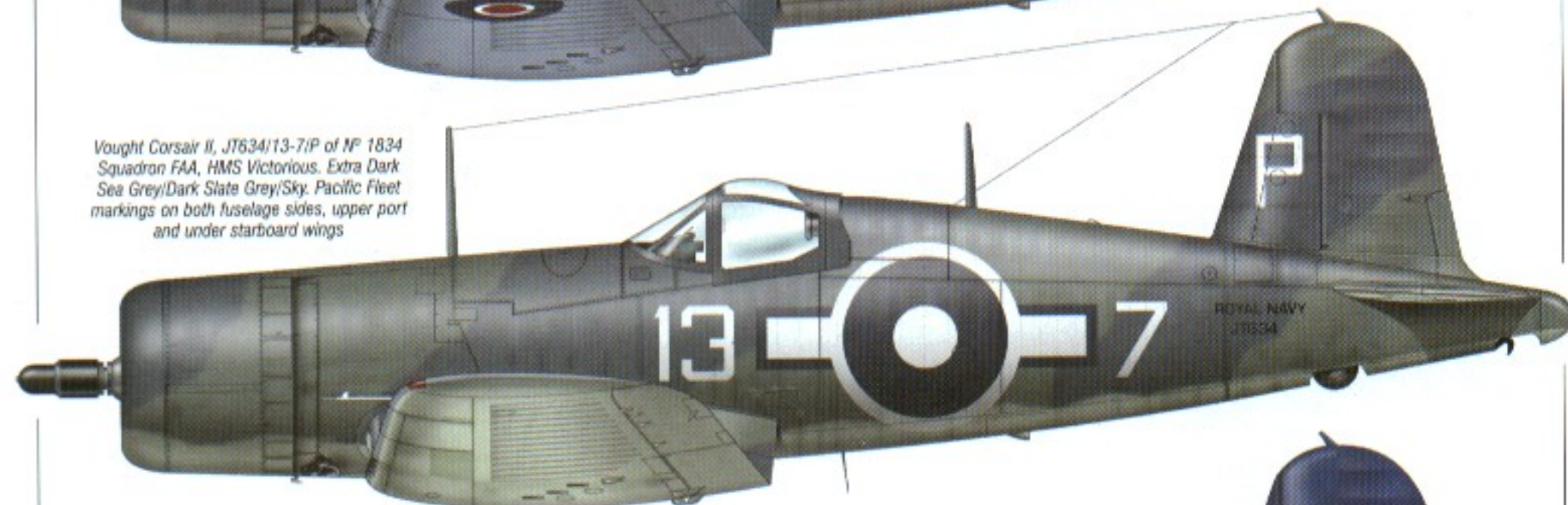
Vought Corsair II, JT260/P54 of N° 757 Squadron FAA, embarked on HMS Unicorn, June 1944. Extra Dark Sea Grey/Dark Slate Grey/Sky; camouflage colours are extremely faded and weathered. Blue/White roundel in six positions; Blue/White fin flash. Note remnants of overpainted C1 roundel on fuselage



Vought Corsair III, JS479/Q-BH2 of N° 718 Squadron FAA, Ballyhalbert, 1945. Typical USN finish of Sea Blue, Intermediate Blue and insignia White (all Non-Specular). White undersides were White, the folding outer sections of the wing were Intermediate Blue. Yellow codes aft of the roundel over a patch of medium blue



Vought Corsair II, JT634/13-7/P of N° 1834 Squadron FAA, HMS Victorious. Extra Dark Sea Grey/Dark Slate Grey/Sky. Pacific Fleet markings on both fuselage sides, upper port and under starboard wings

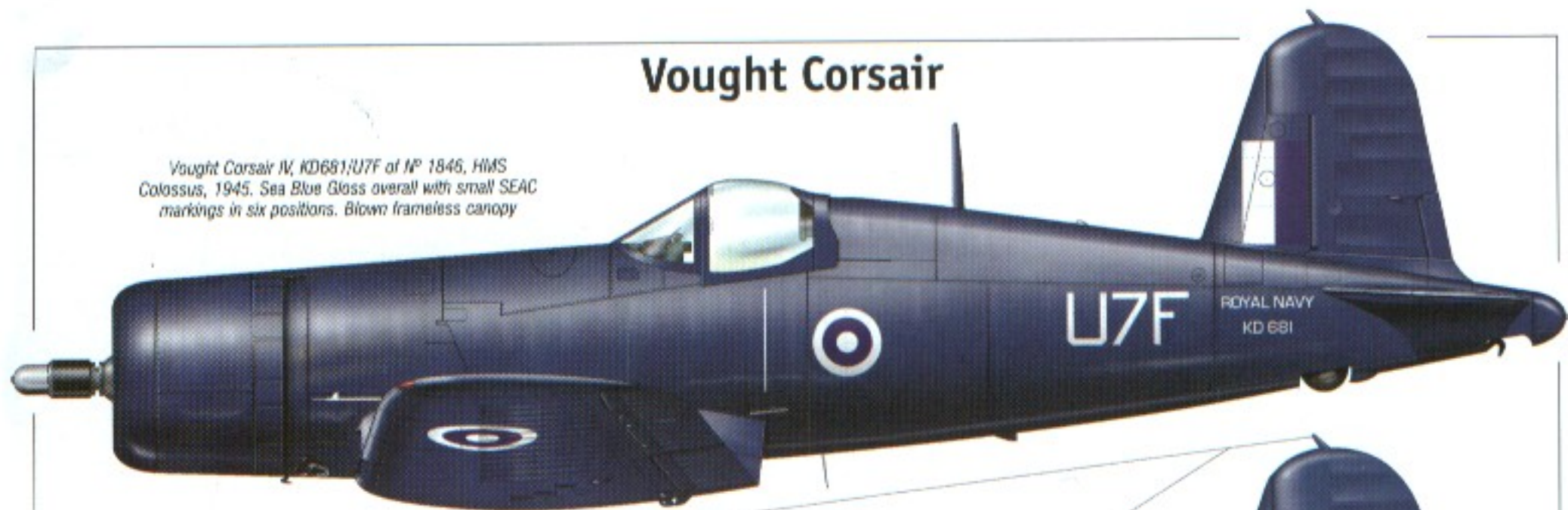


Vought Corsair IV, KD345/130/A of N° 1850 Squadron FAA, HMS Vengeance, August 1945. Pacific Fleet roundels on both fuselage sides, repeated on top of port wing and below starboard wing. '130' repeated on front undercarriage door, also in white. Note blown frameless canopy



Vought Corsair

Vought Corsair IV, KD681/U7F of N° 1846, HMS Colossus, 1945. Sea Blue Gloss overall with small SEAC markings in six positions. Blown frameless canopy



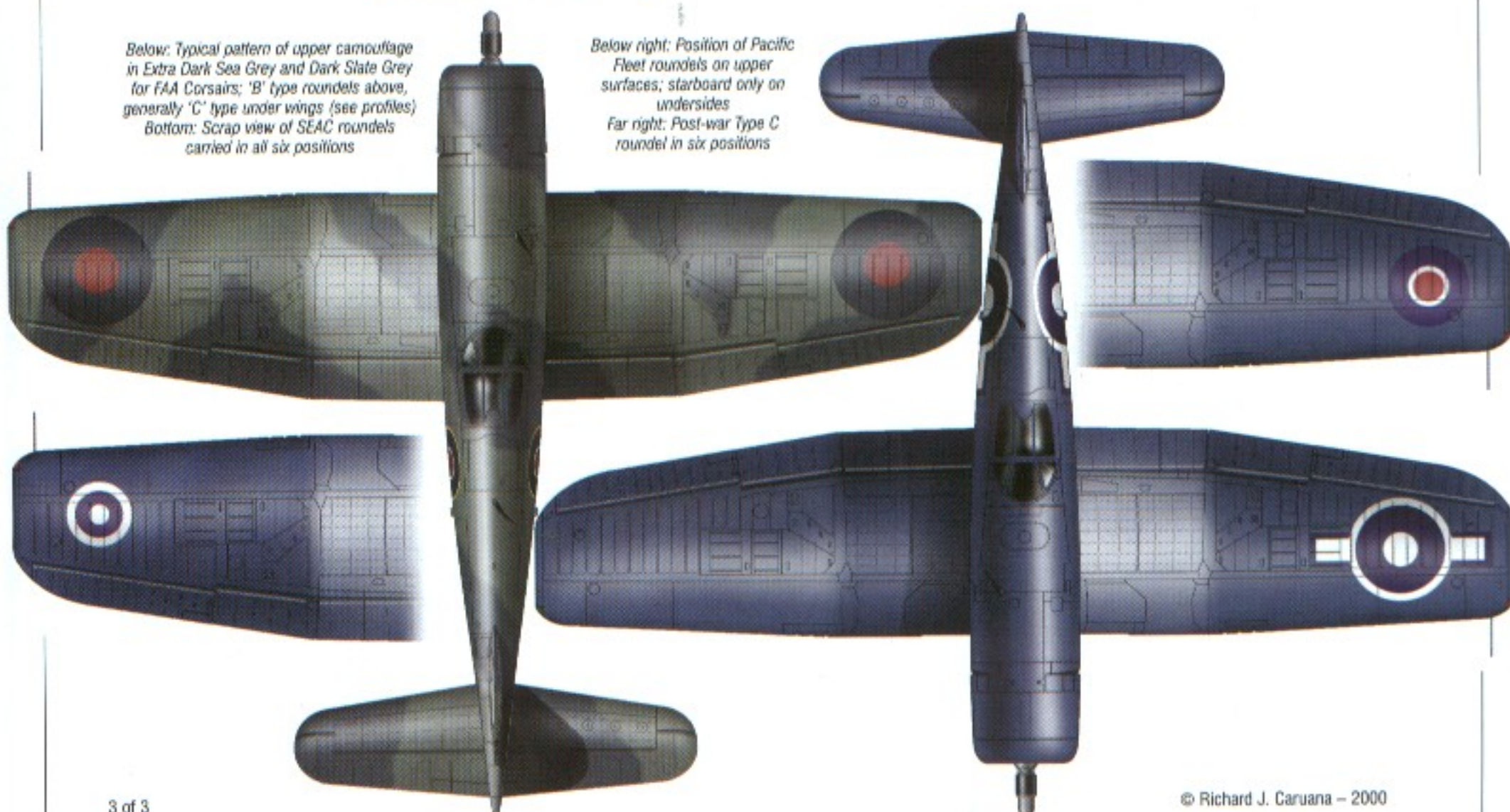
Vought Corsair IV, KD206/R6S of N° 1851 Squadron FAA, HMS Venerable seen at Hal Far, Malta, in April 1945. Sea Blue Gloss overall, with 'C' roundels in six positions



Vought Corsair IV, KD 748/4V11 of N° 1853 Squadron, 1945. Sea Blue Gloss overall with 'C' type roundels in six positions

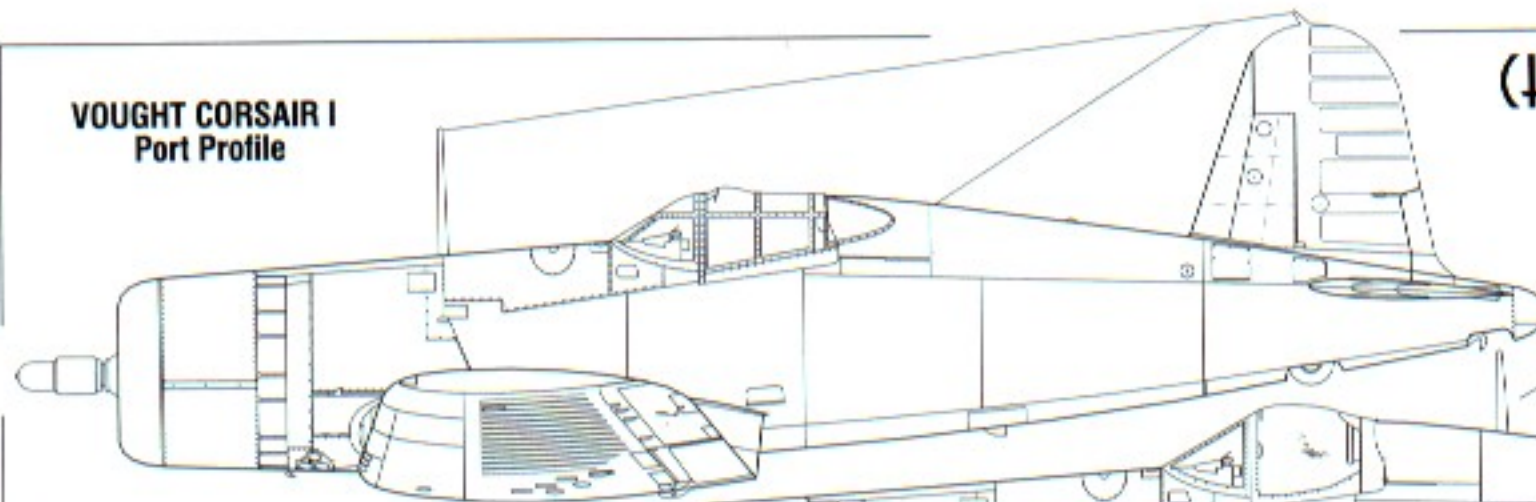


Below: Typical pattern of upper camouflage in Extra Dark Sea Grey and Dark Slate Grey for FAA Corsairs; 'B' type roundels above, generally 'C' type under wings (see profiles)
Bottom: Scrap view of SEAC roundels carried in all six positions



Below right: Position of Pacific Fleet roundels on upper surfaces; starboard only on undersides
Far right: Post-war Type C roundel in six positions

**VOUGHT CORSAIR I
Port Profile**



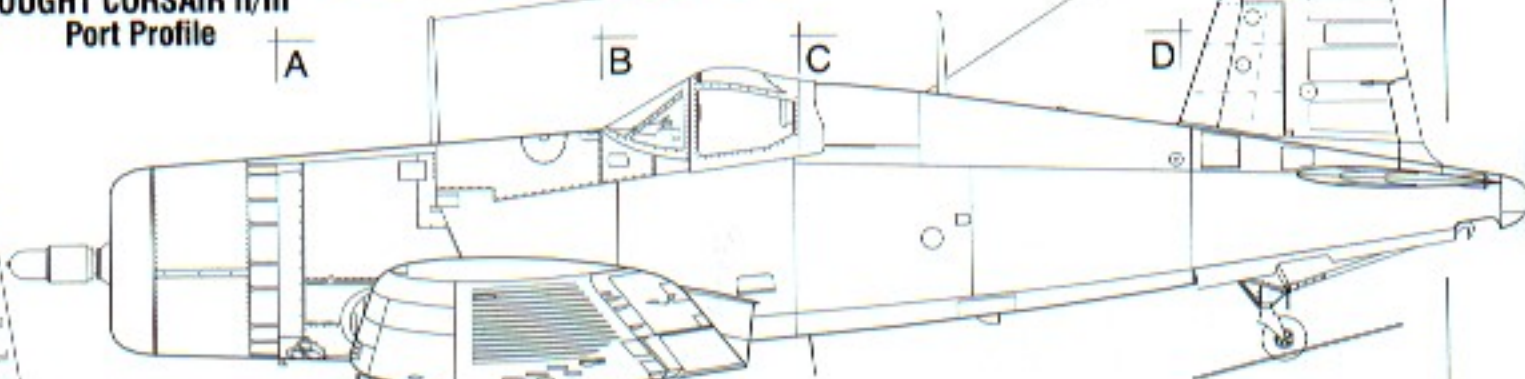
CHANCE VUGHT *Corsair*

*This Corsair IV
version shown
with the
frameless
canopy*

**VOUGHT CORSAIR IV
Port Profile**

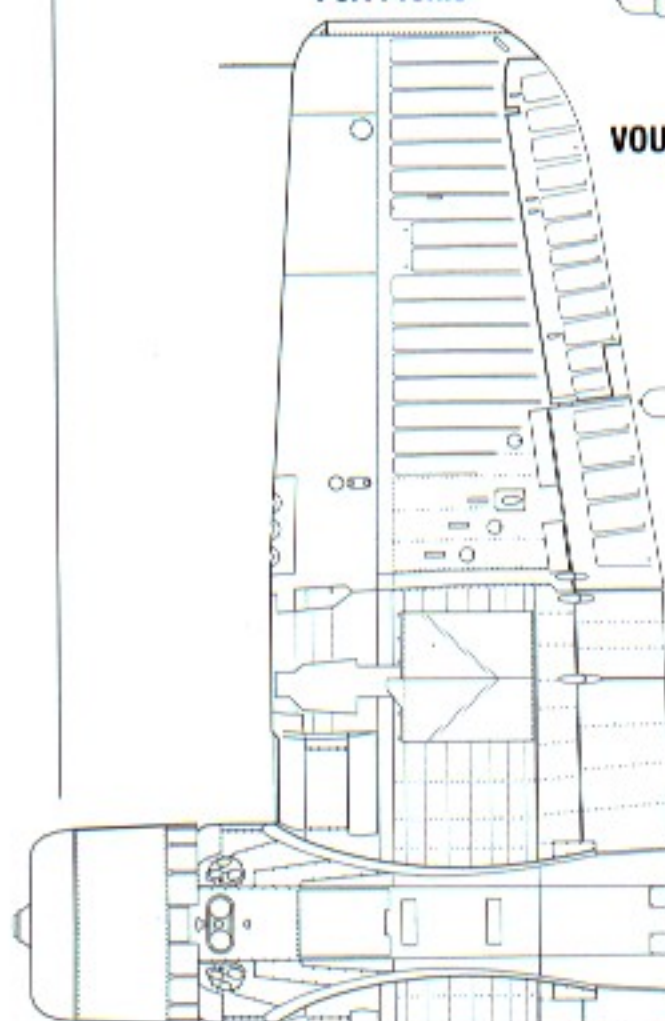


**VOUGHT CORSAIR II/III
Port Profile**



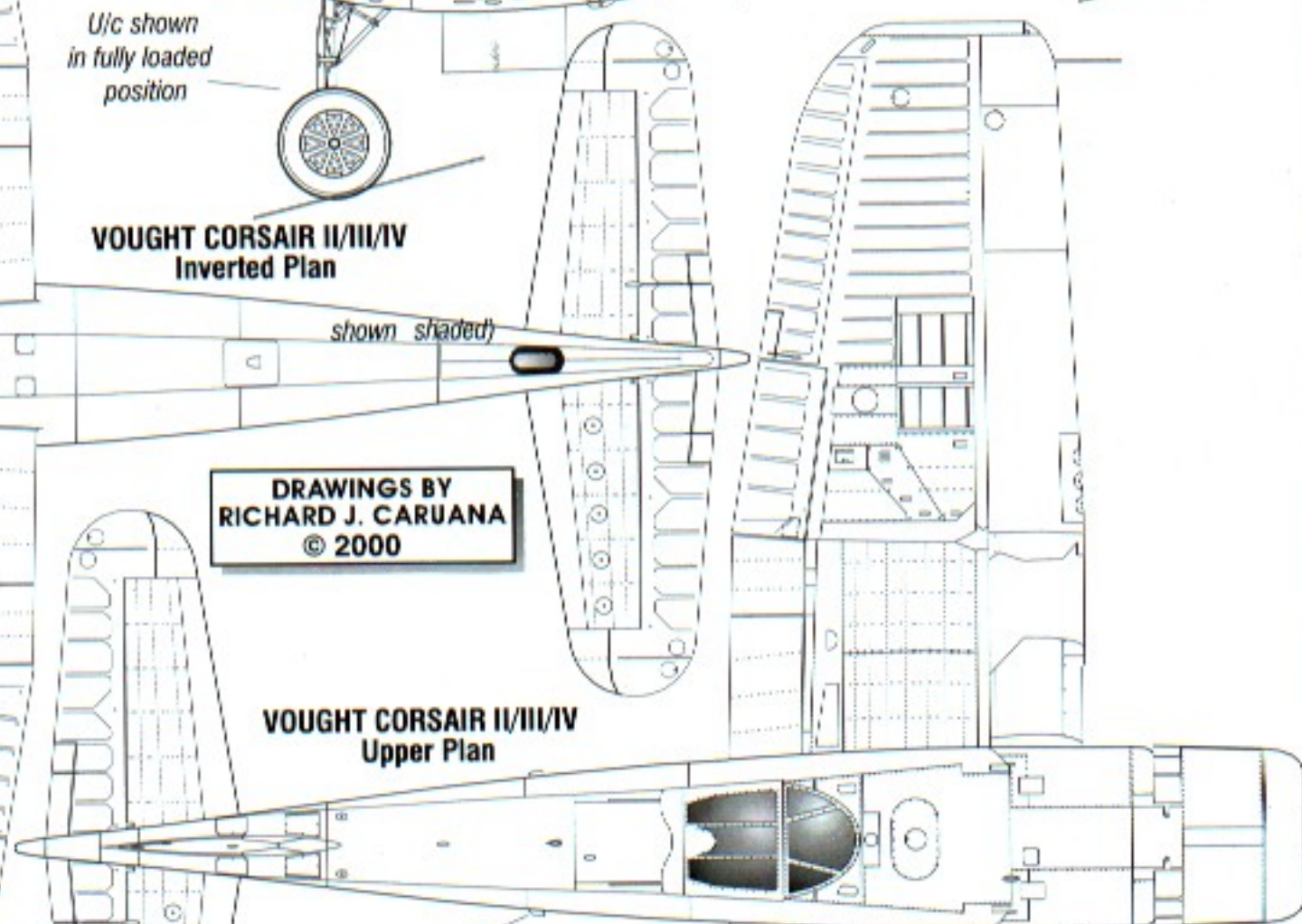
*U/c shown
in fully loaded
position*

**VOUGHT CORSAIR II/III/IV
Inverted Plan**



**DRAWINGS BY
RICHARD J. CARUANA
© 2000**

**VOUGHT CORSAIR II/III/IV
Upper Plan**



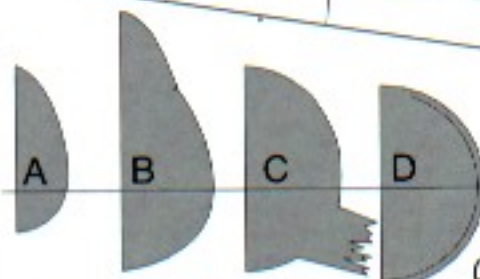
*Note clipped
wing
(original shape)*

*These intakes
seen on some
RN Corsairs*

**VOUGHT
CORSAIR II/III/IV
Front View**

0 metres 1 2
0 feet 3 6
Scale: 1/72

*Wing in folded
position shown
shaded*



**Fuselage
Cross-Sections**

Specification

Corsair II

Type: Shipboard single-seat fighter

Manufacturer: Chance Vought

Powerplant: One Pratt & Whitney R-2800-8 Double Wasp, 18-cylinder air-cooled radial rated at 2,000hp at 2,700rpm for take-off, 1,675hp at 2,550rpm military rating, driving a three-bladed Hamilton Standard constant speed propeller

Fuel: 237 USgal (897lt) in fuselage tank. Additionally 62 USgal (235lt) in each of two integral wing leading edge tanks on Corsair I and early Corsair II; 175 USgal (622lt) external centreline drop tank or two 137 imp gal (623lt) underwing tanks

Performance: Max speed - 320mph (516km/h) at sea level; 392mph (631km/h) at 24,000' (7 315m); range - 1,070 miles (1 722km) cruising at 177mph; service ceiling - 37,100' (11 310m)

Dimensions: Span (open) - 40' 11.75" (12.49m); span (folded) - 17' 0.58" (5.20m); span (clipped) - 39' 9.6" (12.13m); length - 32' 9.5" (9.99m); height - 15' 0.25" (4.58m); wing area - 314 sq ft (29.17m²)

Weights: Empty - 8,873lb (4 025kg); loaded - 11,878lb (5 388kg); max loaded - 13,846lb (6 280kg)

Armament: Six 0.5in (12.7mm) Colt Browning M-2 machine guns with 400 rpg on inboard pairs and 375rpg on outer pair; two 1,000lb (453kg) bombs

Royal Navy Interest

With the intensification of the war at sea after the mild, initial skirmishes the Royal Navy (RN) found itself without a major fighter aircraft on its inventory. Initial Lend-Lease supplies consisted of Martlets Mk I (later renamed Wildcat), and as from August 1940 these were being assembled by Scottish Aviation at Prestwick. A batch of some 70 examples was followed by Martlets Mk II (with folding wings), most of which were immediately transferred to India. This aircraft, however, was only a stop-gap measure, as something 'beefier' was required to take over the duties rendered by the ageing Sea-Hurricane. The types on offer from across the Atlantic were mainly two - the Hellcat and Corsair - and both were procured.

It would appear that the RN needed all the fighters it could lay its hands on, for the Corsair's shipboard shortcomings were literally brushed aside, the type being



A Corsair II creates vortices with its prop wash on its take-off run. This view is a rare opportunity to study the upper surface camouflage pattern, and the areas of weathering and grime. (R.A. Caruana Archives)

approved for fleet use nearly a year before the USN. Production tempo of the F4U-1 had reached considerable levels not only by the parent company, but also by Brewster and Goodyear. 95 F4U-1s (serialised JT100-194), fitted with the original 'birdcage' cockpit canopy, so much disliked by USN pilots, could therefore be supplied to the RN, these being designated Corsair I in FAA service. In order to avoid duplication and delays in training and formation of operational units, such operations were performed at either Quonset Point or Brunswick Maine, in North America. Rather than complicate matters by transferring existing FAA units for conversion, Corsair squadrons were formed as new units starting with N° 1830 Squadron at Quonset on June 1, 1943. Three more units were formed by the end of the following month, these being N° 1831, 1833 and 1834 Squadrons; N° 1835 and 1836 were formed in August, N° 1837 in September and N° 1837 in October. Eventually 19 squadrons were to be equipped with the bentwing fighter by 1945.

The second version to be acquired by the FAA was the Corsair II, equivalent to the F4U-1A on which a bubble-canopy replaced the earlier framed contraption, allowing the pilot's seat to be raised thus affording an improved forward view. This version introduced

wingtips clipped by 9 inches each to permit storage below deck on RN carriers. The first batch of 370 were serialised JT195-564, and were followed by a second batch of F4U-1Ds (still known as Corsair II in FAA service) which totalled 140 examples (JT565-704). The Corsair III consisted of 430 Brewster-built F3A-1s (JS469-888, JT963-972). A final supply came from Goodyear, whose 957 FG-1s became Corsair IVs. The latter versions are easily identified by their serial block letters which start with 'K' (KD161-KE117). A further batch on order (KE310-429) were cancelled with the cessation of hostilities.

Into Action

FAA Corsairs saw their European debut on April 3, 1944. Aircraft from N° 1834 Squadron embarked on HMS Victorious provided part of the fighter cover for Fairey Barracudas attacking the Tirpitz at Kaafjord, Northern Norway (SAMI Vol.5/5, May 1999). Other Corsair IIs from 1841 and 1842 (6th Naval Fighter Wing, HMS Formidable) flew escort missions during attacks against Tirpitz during July and August, with the latter squadron suffering several losses during these sorties. Meanwhile, N° 1830 and 1833 Squadrons formed part of the 15th Naval Fighter Wing on board HMS Illustrious which sailed for the Pacific. In March 1944 these units flew their first sweeps over the Bay of Bengal, performing their first operational sorties on April 19, dropping 250kg bombs against shore and shipping targets at Sabang.

While most USN Corsairs were mostly confined to land bases, the FAA continued to operate its aircraft from all kinds of carriers with very effective results, especially in the Pacific Theatre. Though the aircraft's landing vices had been somewhat tamed through the introduction of a number of modifications, its tendency to bounce on hitting the deck persisted, sometimes with disastrous consequences, especially when an aircraft ended over the barrier into the deck park!

By the end of 1944, Corsairs from several squadrons were hitting targets hard in Sumatra and the Sakishima Gunto group of islands in the East China Seas as part of the British Pacific Fleet, where they had to face a new, unprecedented type of warfare: Kamikaze attacks. HMS Illustrious was to suffer a near miss, forcing it to retire to Australia on April 14. While the war in Europe had come to an end in May 1945, Corsairs in

Colours

FS595 Colour Equivalents

FAA:	
Sky Grey	36463
Extra Dark Sea Grey	36118
Dark Sea Grey	36173
Dark Slate Grey	34096
Light Slate Grey	34159
Ident Yellow	33538
Ident Red (Bright)	21105
Ident Blue (Bright)	25056
Ident Red (Dull)	30109
Ident Blue (Dull)	35044
Medium Sea Grey	36270
Sky	34424
Grey-Green Primer	34226/34227
Ident White	37778

Colours of USN Origin:

Non Specular Sea Blue	35042
Intermediate Blue	35164
Underside White	37778
Sea Blue Gloss	15042

the Pacific were fighting on, some units becoming part of the 1st Carrier Air Group (CAG) performing operational sorties against Tokyo just before the Japanese surrender.

Corsair pilot Lt Robert Hampton 'Hammy' Gray, a Canadian, was to earn a posthumous Victoria Cross (VC). He had trained at Yeovilton in 1941 and by August 1945 had become Senior Pilot with N° 1841 Squadron flying from HMS Formidable. On the day of the second nuclear attack on Japanese soil, August 9 1945, he took off for a sweep over the Japanese coast where he spotted a small flotilla of ships at Onagawa Wan. Despite meeting intense flak, he bombed an escort ship (the Amakusa) before his blazing Corsair plunged into the sea. His VC was only the second awarded to an Allied fighter pilot during the Second World War.

As from September 1945, most of the '1800' range squadrons were disbanded; some units - such as N° 1853 - flew the Corsair for less than five months before their aircraft were handed over to 'older' established squadrons in the '700' range (with the exception of N° 885 which received some Corsair IVs) and with which they continued to operate up to 1946-47. Lend-lease terms had stipulated the eventual return of all aircraft to the US; however, like most naval aircraft of US origin, Corsairs were dumped overboard from the stern of carriers under steam, a most indecorous end to an aircraft which had carved such a unique niche in the Pacific air war.

Richard J. Caruana



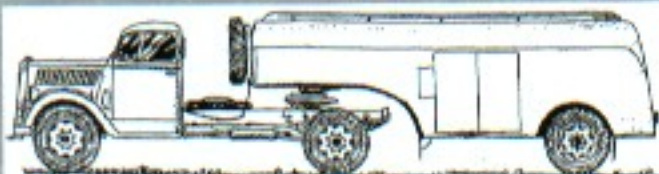
Corsair IIs from N° 738 Squadron showing a variety of coding styles. The closest aircraft is JT238, which is reproduced on sheet 1 of the colour art. (R.A. Caruana Archives)



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FROM WWI TO THE 1980'S

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Introduction

Along with the Spitfire, the Messerschmitt Bf 109 is one of those titles synonymous with aerial warfare. It is a name that most people know despite the fact that they may know nothing about aircraft whatsoever. Just how an aircraft can have such a reputation is a credit to those German engineers who designed and developed the Bf 109 over a half century ago.

The Bf 109 was produced in greater numbers than any aircraft before or since its acceptance and had quite a history. Designed in 1934 by Professor Willi Messerschmitt and flown in September 1935, the Bf 109 was the most advanced fighter in the world. The features of stressed skin, wing slats, outward retracting landing gear and a hinged canopy greatly helped the machine to earn this position. The Bf 109 was of a rakish appearance and was said by a number of prominent people at the time to look 'deadly'. It saw combat for the first time in Spain in 1937 and had progressed into the E version or 'Emil' by 1939. Combining heavy armament with an excellent engine, the Daimler Benz DB 601A, it was a truly formidable foe. One of its assets in the Battle of Britain was that its engine had direct fuel injection that meant that it was capable of negative-G manoeuvres without loss of power. However as the war progressed, it became increasingly more difficult to fly as its speed increased.

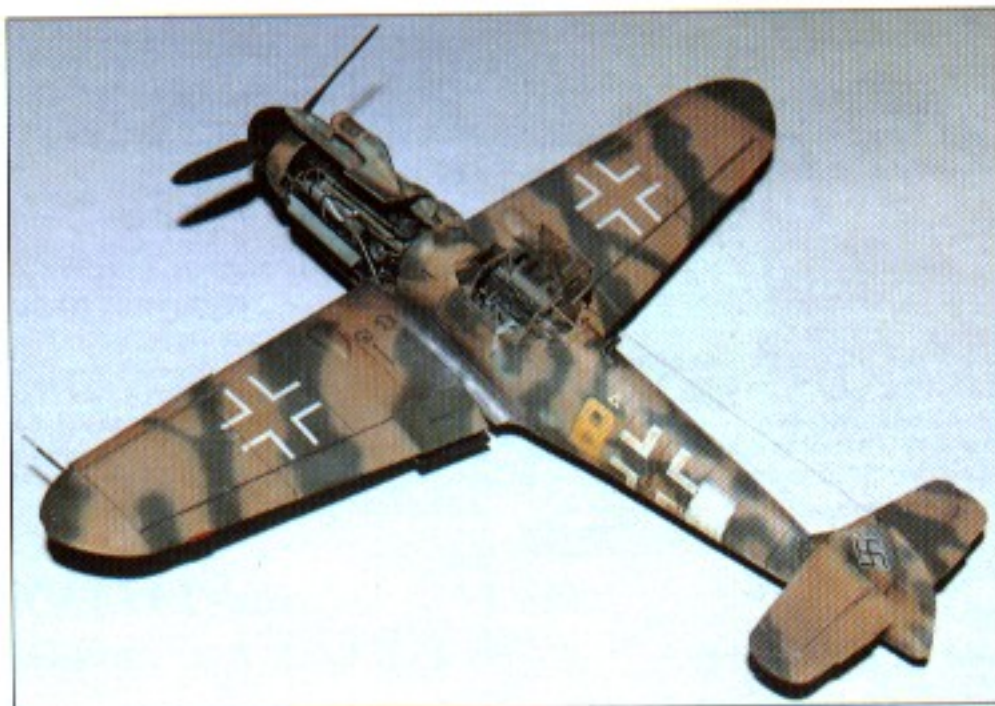
At the end of 1940 the F version appeared which had greater power, wing modifications including rounded wing tips, improved cowling design, tail modifications, and deeply recessed radiators. Numerous other airframe changes were incorporated resulting in the general form of the aircraft being essentially unchanged for the rest of the war. The F version was generally said by pilots to be the best of the Bf 109 series. During late 1941 and early 1942, the German air ministry became more concerned with higher speeds and was more prepared to accept higher wing and power loading risks. The necessity for a higher altitude capability was also conducive in giving rise to the G version or 'Gustav'. Using more powerful Daimler Benz engines, boosted by either MW50 (methanol/water) or GM-1 (nitrous oxide), and including a number of other changes, the Gustav became standard and was produced in greater numbers than any other version. The G-6 was put into production at the same time as the G-5. The G-5 version later used the more powerful DB 605AS engine and included the addition of underwing Wfr. Gr. 210mm mortar tubes for use against bomber streams, but did not appear in service until January 1944. The G-6 entered service before the G-5 and was identical except that it did not have provisions for cockpit pressurisation. It was produced in essentially the same models as previous G series versions. A few examples included the G-6/U3 which used the MW50 boost system, the G-6/R6 which used two MG151 20mm cannon fitted in underwing

Eagle's Wings

by Nicholas J. Wigman

'Gustav'

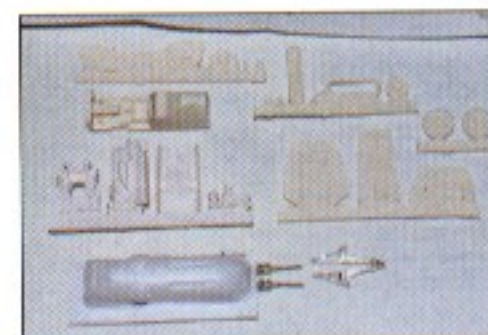
Detailing Hasegawa's Bf 109G-6 with Hi-Tech Accessories



gondolas, and the G-6/U4 which basically replaced the engine-mounted MG151 20mm cannon with a MK108 short barrel 30mm cannon.

By April 1944, the toll of the Allied offensives was being felt by the Reich and the impending shortage of raw materials was recognised. By this time, production of the G-6 and G-8 (reconnaissance) versions gave way to the G-10, which was meant to standardise a number of modifications. These included a wooden tailplane, MW50 boosting and a semi-retractable tailwheel. The G-10 used the DB 605D powerplant and was produced in various models. Using the more powerful DB 605AS and AM engines, the G-14 variant appeared in July 1944 and standardised the better visibility 'Galland' hood which was first seen on the G-5.

The Bf 109K was the culmination of a policy to reduce the number of variants and models of the Bf 109. Based on the G-10, the



The Hi-Tech accessory set

K was to be the standard airframe, which incorporated all previous improvements. The K-4 was the best known of this series and had a taller wooden tailfin, lengthened tailwheel strut, 'Galland' hood, modified rudder, lengthened spinner, improved cowling and standard G-10 armament.

The G-6 was not an easy aircraft to fly and despite its excellent stability it exhibited poor control harmony and no rudder trimming except via the use of the rudder pedals. As the speed of the aircraft was increased the control surfaces tended to feel heavier, less responsive and the leading edge slats sometimes moved independently,

causing instability as well as one very alarmed pilot! The cockpit was very confining and the narrow track undercarriage often produced problems in landing. All that said, it was a formidable opponent in the hands of an expert pilot, and a number pilots became aces, sometimes with more than just a few hundred kills in the Bf 109. All Luftwaffe aces flew the Bf 109 during some stage of the war, but the search to make the type faster and more flexible meant that it could no longer dominate the skies as it had done in the early years. Lesser numbers of experienced pilots coupled with insufficient quantities of fighters both had a large part to play in the relative ineffectiveness of the Luftwaffe against the huge number of Allied bombers with fighter escorts. The aircraft flew and fought over the hot skies of North Africa, the frigid air of the Russian front and over the more temperate Europe. In short, the Bf 109 was a soldier of the skies and deserves a place in the history books as one of the greatest aircraft of all time.

The Hasegawa kit

Hasegawa produce a number of Bf 109G-6 kits, all being essentially identical except for the decal options. I used the Bf 109G-6 'JG51 Molders' kit basically because it was the only one in my model shop!

On opening the box, the sprues are the usual dark grey and the high quality of the mouldings is obvious. The panel lines are nicely recessed while the detail is excellent. The cockpit however looks very bare and would need some extra work in order to accurately reproduce the real thing. The first thing that struck me was that the tail looked tiny but when laid onto plans, it was exact! The wings and tailplane have nice thin trailing edges and a number of options are included, but these are not all for the G-6. These are open or closed hood (even G-5 and G-6 styles of forward canopy/windscreen), two types of instrument panel, carburettor intake, head armour, cowling bulges and tailwheel. It would be nice to see 'weighted' tyres, but the kit ones have nice detail. The leading edge slats, radiator flaps, and flaps are separate.

The wheel well openings are round which



The nose area with surgery completed



The modified rear bulkhead (it looks a bit of a mess, but only the front will be visible!)



This photo shows the thinned out walls of the port nose half



The assembled fuselage and wings. Note the filler around the cockpit



The airframe after a coat of Halfords Grey primer



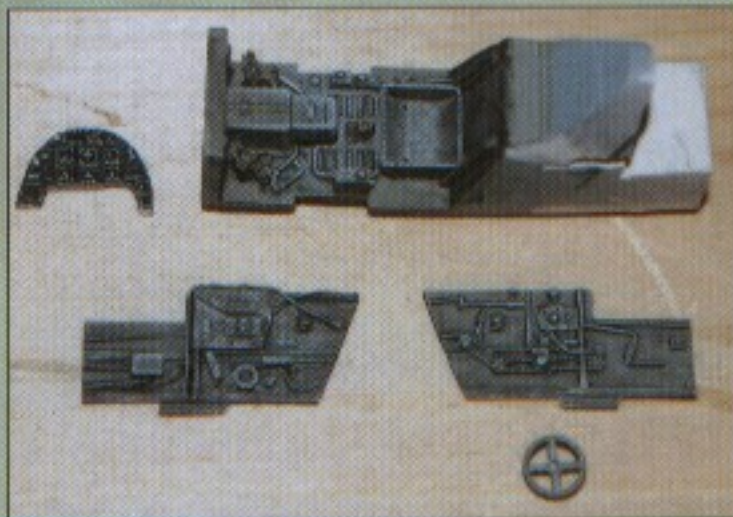
The cowls after a priming



This photo shows the internal details added to the upper cowl



The port nose half. Note the thinned out wall



The level of detail of the cockpit is clear from this photo



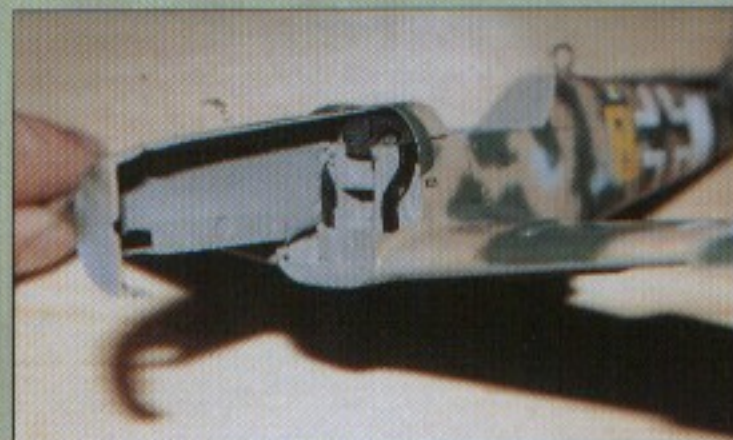
The cowl and upper radiator flaps were held in place with Blu-Tac while the camouflage was applied



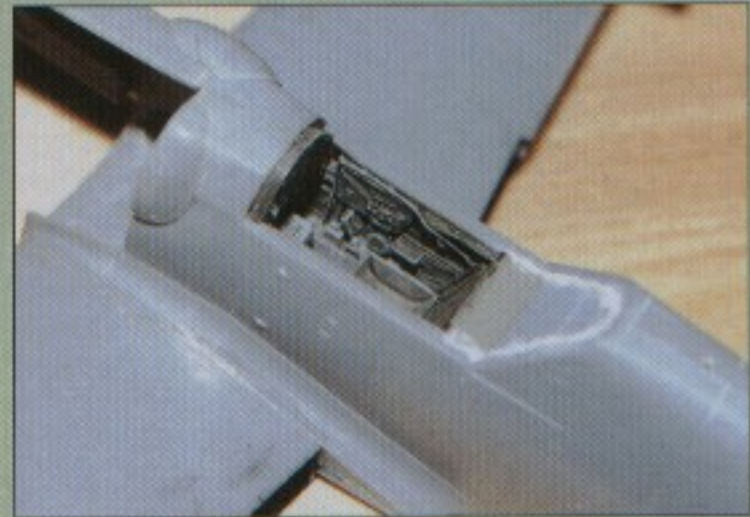
The RLM 78 Hellblau undersides. Note the demarcation line



The kit thus far with the decals applied was looking good



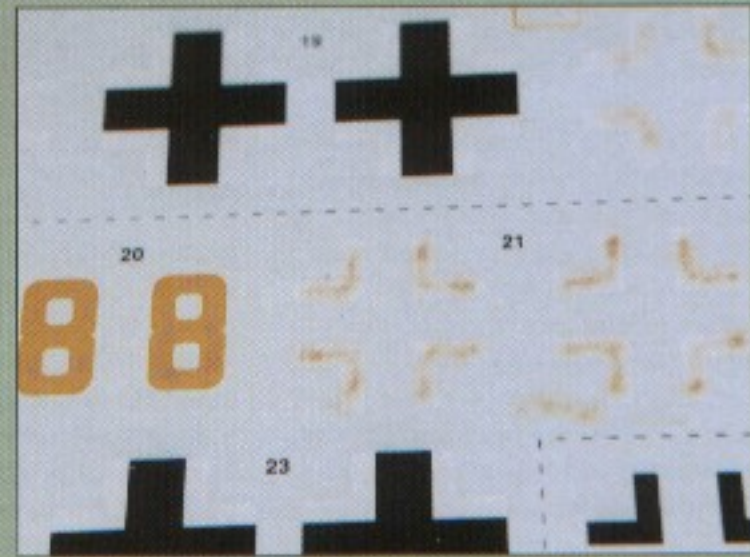
The firewall was a fairly tight fit, but went in well



A close up of the installed cockpit



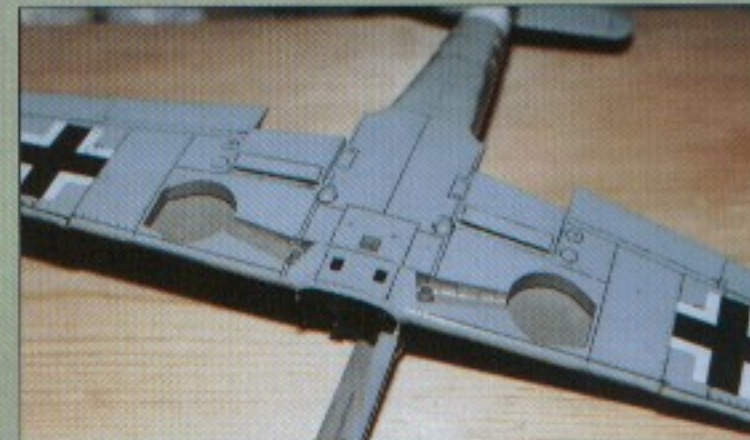
I chose this scheme because it's colourful and striking. Note the fairly sharp demarcations



The decals were sprayed lightly with RLM 79 Sandgelb while still on the sheet



The underside of the kit



The panel lines showed up nicely after highlighting them with watercolours



That lovely DB605 engine

is wrong for a G-6 and need squaring off but this is pointed out in the clear instructions. The wing bulges are also separate and even underwing cannon gondolas are included if you want to make a G-6/R6. A tropical filter is also given, which is a nice touch. This looks an excellent kit with plenty of parts to produce a number of G series models. As far as accuracy is concerned, the model scales up exactly in length with just a negligible difference in span.

The Hi-Tech Accessory Set

I chose to detail this model with Hi-Tech's 'One O Nine' accessory set No. 002. This set is intended for a Bf 109G-2 to G-6 kit and no manufacturer is recommended in the instructions. The set uses both resin and white metal castings.

The forward fuselage is nicely replicated with a beautifully cast Daimler Benz DB 601A (improved) engine complete with supercharger, valve gear covers, rear block (which includes parts like the ignition magnet) and nicely produced white metal engine bearers. The resin firewall/cannon bay is well made and two white metal 13mm MG131 machine gun barrels are included, the machine gun 'bodies' being moulded integral with the resin casting, but the ammunition chutes are separate.

The cockpit comprises two resin detailed sidewalls, instrument panel, floor/forward and rear bulkheads (cast in one piece), a Revi C/12D reflector gunsight, and a panel which is optional. This small panel, if chosen to be used, is to be situated on the lower lip of the instrument panel and I am certain that it is a bomb-arming panel.

The engine cowling is a vacuum-formed piece and is formed as though both halves were closed. The machine gun cover is also moulded adjacent so that in effect, the whole upper cowling is present. There is hardly any separation between these three items so any slips in removing them could be problematic. The lower cowling is a resin casting. The rudder, elevators and ailerons are also included and as a nice final touch 'weighted wheels' are included.

Colour Scheme and Markings

I think that most folk in the modelling fraternity appreciate the fact that there is an absolute abundance of after market decals available for all versions of the Bf 109. I have become attached to AeroMaster as I like the schemes and the quality of their decals. I knew when I was buying this kit that I wanted something a bit different from the greys and pale blues of (RLM) 74 Graugrün, 75 Grauviolett, and 76 Lichtblau. I pondered on an Eastern Front version, maybe even a G-2. However as I had not so long ago made an F variant complete with the soluble whitewash used on this front, I decided

against it. The only thing left was a desert scheme. With this in mind, I decided on AeroMaster sheet No.48293 'Air War over Italy'. Only one standard (small tail) G-6 version, 'Yellow 8', a G-6/R3 was included and wore RLM 79 Sandgelb and RLM 80 Olivegrün over RLM 78 Hellblau with the fuselage cross lightly overpainted as were the white tailband and Yellow 8s.

The kit and resin parts were washed with warm soapy water to remove any residue and when dry it was time to start construction.

Stage 1: The fuselage

Surgery was the first stage in getting this project off the ground. Deciding to have the port side and lower cowls open, the first task was to remove the lower cowl area from the starboard side just below the exhaust

not throw away the port nose half, as the nose ring will be needed later. I realised this the hard way and had to fish it out of the bin. Luckily there were no teabags in there too! The instructions show that there were two recessed panels in the starboard fuselage side behind the cockpit that needed removal, so these were filled and sanded smooth. A hole was made for the aerial mast in both halves and the rudder was removed, again from both halves, and only the vertical lines were thinned out. The fuselage sides were glued together, taped up and left to dry. That concluded the initial stages of the fuselage.

Stage 2: The Cockpit

Firstly, the sidewalls were removed from the moulding block and thinned out by sanding them flat over a medium Wet'n'Dry. The



The engine after it had been installed.... Still a bit more to do though

manifold slot. This was quite easily done as the panel lines are very well moulded, being clearly visible and crisp. The resultant vacancy was cleaned up using a needle file. Important points to remember here are that whenever the removal of panels is to be done, the resultant walls always need to be thinned out to scale thickness and constant thickness. This is important as it greatly adds to the realism of a model; actual aircraft were not made of metal sheet about a foot thick after all! With all this in mind, the walls around the cut out were thinned by scraping away carefully with a scalpel and sanding smooth with a very fine Wet'n'Dry. The area immediately in front of the machine gun bay was removed and cleaned up, and the rear bulkhead of the cockpit was roughly removed in preparation for fitting the cockpit at a later stage. The forward fuselage decking (a separate part in the kit) was removed from its sprue and cut in half along the left-hand line of the two running along it. The right-hand part of the decking was then glued in place and sanded smooth. The starboard cannon bulge was then added and the thickness of the centreline section reduced. As for the port fuselage half, the whole nose section was removed along the correct panel lines. The wing root join left only a thin piece of plastic, so it was important to take care until it could be reinforced by the addition of the wings. I opted to keep the machine gun cover in place so chose to add the machine gun bulge at this time. Now it was time to thin down all the walls around this cut, so this was done in the manner described above, and thinning out the bulge proved to be no problem. Do



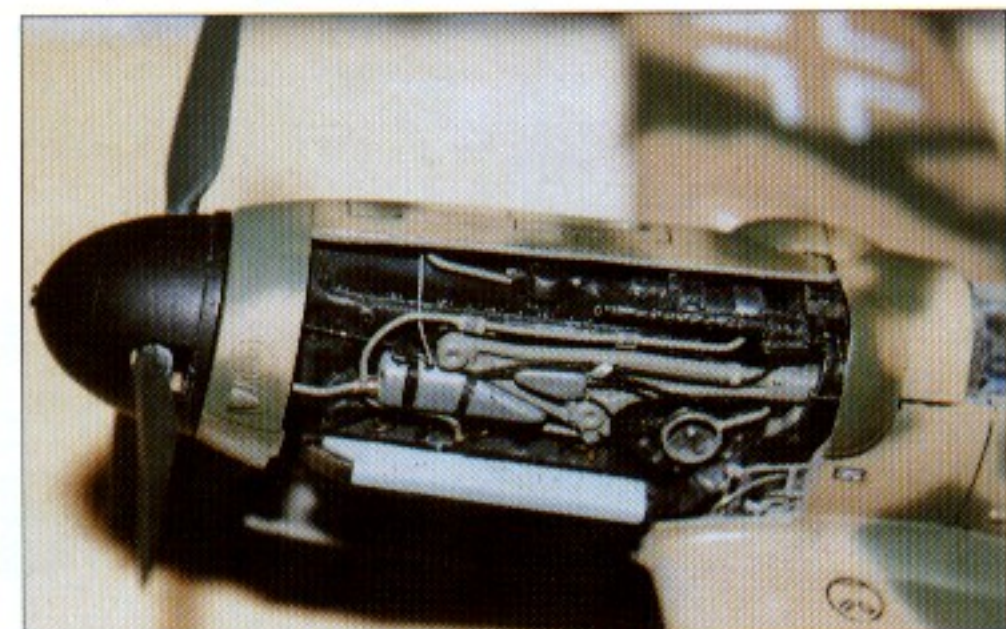
Unfortunately the nice hollow exhausts were too short

instrument panel and firewall/machine gun bay were also removed from their moulding blocks, cleaned up and glued to mandrels made from sprue. This helps in holding the parts whilst painting. The cockpit tub needed no cleaning up at all and this was a credit to Hi-Tech. These parts were given a coat of Halfords Grey Primer and when dry, painted RLM 02 Grau from the AeroMaster acrylic range.

In order to highlight the detail in intricate mouldings, I choose to give them a light

wash of black, which is a much-thinned out black and in this case thinned with water as I use AeroMaster acrylics. Doing this darkens the overall tone but accentuates the raised details as they remain lighter. Once all the parts had been given the wash and had dried, a light dry brushing with white was carried out to highlight some of that lovely detail further. The dials on the instrument panel were devoid of any detail, merely being flat recessed circles. If preferred, some instrument decals can be used, but I chose to paint the circles white and when dry, I painted them black. When dry, I carefully scratched off the black to reveal the white. Small straight lines reproduce needles etc. This was done as best I could while consulting my references, as was painting the Luftwaffe colour coding which was described in previous articles (Vol 5 Iss 12, Page 909).

I dry fitted the sidewalls to the floor, and found that they needed a little trimming to fit properly. Now that I had seen how they fitted, I added the prominent flap and tailwheel trimwheels to the left sidewall and the chain from an old etching set. At this time, the pedals were also added from an Eduard etched set, painted as before but with tan straps, remembering to displace them as the rudder would be. I drilled out a small shallow hole for the control column but decided not to include it yet. As a final touch, the whole cockpit was given a light touch of Rub'n'Buff to show wear. Now that everything was going nicely I tacked everything together with Clearfix (as this can be removed easily) and gave the cockpit a trial fit into the fuselage. Everything was going too well up to this stage and now the problems were showing; the fit was not good as the sidewalls were too tall thus bringing the rear sloping bulkhead too low and the instrument panel needed a little sanding. In order to see exactly how the fits were, I tidied up the cut-out on the rear cockpit opening, chopped off some of the resin cockpit block in case it impeded the fit, and tried again. It was clear that after all the work so far, it was necessary not to remove some of the sidewalls as this would remove too much of the detail, but to increase the height of the rear bulkhead. So, with a razor saw, I proceeded to saw across the nicely painted and finished rear bulkhead just below the lip! This cut was tidied up with a file and a piece of plasticard of the required thickness was sandwiched between the two halves. Epoxy resin was used and its



This photo shows the various pipes and wires added to the engine, all made from brass wire



The starboard nose half

alignment was constantly monitored until dry. Once dry, the affected area was sanded and painted as before and the sidewalls were added. Now that it fitted properly I thought it was time to glue it in, but on dry fitting both the firewall and cockpit it was clear that all was not well as the firewall was too far forward. It was necessary to sand the forward cockpit bulkhead until it was barely a sliver, and the firewall until it was only about 1/16in thick in order to achieve the correct fit. The firewall was given a coat of RLM 02 Grau and left to dry. The cockpit, complete with instrument panel, was glued into place and left to dry. The join around the rear bulkhead was filled and sanded smooth and any erased detail was replaced. Finally, all fuselage joins were cleaned up via the use of a fine Wet'n'dry and all joins exhibited excellent fit. I decided not to install the firewall, as it may need some work in order to meet with the lower wing section at a later stage.

Stage 3: The Wings

The wings were a simple affair basically consisting of a lower part and two upper sections. First off, the inside surfaces of the radiator fairings and the inside surface of each upper section were painted RLM 02.

Both sides of the radiator grills were painted black and the detail highlighted by the use of a little Rub'n'Buff. When these areas were dry, the holes for the wing bulges and ordnance (in this case just a centreline faired rack) were drilled out. The wheel well openings were squared off with a scalpel as per the kit instructions (which was correct for the G-6 as the G-2 had the rounded ones) and sanded smooth. The radiators were then glued in place and left to dry. Whilst these were drying, I chose to test fit the resin ailerons before the removal of the kit ones. Unfortunately, they were a little narrow in chord so I decided to omit them. The upper and lower sections were then glued together and cleaned up when dry. The fit of these parts was excellent. I chose to remove the small areas for the wingtip navigation lights and replace them with a more authentic representation at a later time. The kit instructions state that new panel lines be scribed into each of the upper wing surfaces, running chordwise roughly half way along each aileron. I cannot say that the suggestion of these lines was incorrect, but my references did not show them, so I chose not to scribe



The upper radiator covers

them in. As German fighter production needed reorganising, it is quite possible that in some cases, modified G-2 wings were fitted to G-6 fuselages, as opposed to standard G-6 wings. The forward edge of the lower wing section was then thinned out as described previously, as this would be visible once the model was completed.

Stage 4: Airframe Assembly

Now that the wings and fuselage were finished and cleaned up, it was time to join the two. The fit was impeccable and there was no change in the dihedral of the wings either before or after being attached. Just a little work was carried out on the joins, in particular the wall thicknesses where the port fuselage half met with the forward edge of the wings. Although the flaps were separate, their shape made it difficult to displace them so I glued them into a neutral (up) position. The lower radiator flaps were glued in place also, but the upper ones not glued on because it would probably be necessary to repaint the insides of these flaps once the camouflage had been applied. The direction finder loop was thinned out a little and glued onto the fuselage spine.

I opted to have the elevators in a slightly displaced attitude so they were removed from their respective tailplanes. Fortunately I did this exactly on the lines because the Hi-Tech ones were a little short in length and narrow in chord, and therefore I had to revert to using the kit ones. After cleaning up each joining surface, the tailplanes were attached to the fuselage ensuring their correct alignment. By now I was more curious as opposed to anything else as to whether the Hi-Tech rudder would look right. Unfortunately it was too short in

height, not reaching the line of the lower fuselage, and the angle of the bottom surface was wrong.

Consequently the two halves of the kit rudder were glued together and the finished unit attached to the tail with a slight offset that matched the positions of the pedals.

The lower engine cowl was removed from its moulding block and cleaned up. The air intake with its separate tropical filter was also assembled and the joins carefully sanded so as not to remove the detail. Also at this time, the vacuum-formed port side cowl was removed from its sheet using a sharp scalpel and its edges cleaned up. As it was totally devoid of any interior detail, I added some frames and ribs from strips of paper with thin sections of stretched sprue laid over them. The opening for the air intake

was drilled out and a ring of plastic was cut from a tube (which you can buy at any good model shops) and glued into position. The opening for the MG131 machine gun barrel was carefully cut into the cowl and the intake attached using liquid poly applied on a small brush. The tropical filter would be attached at a later stage. The nose ring from the port fuselage half was cut from the rest of the cowl and its wall thinned out. The nose opening, radiators, and cockpit opening were masked off using Blu Tac, and the port engine cowl, upper radiator flaps and slats (in the closed position) were attached to the rest of the airframe again with Blu Tac.

The whole airframe was then given a coat of Halfords Grey Primer to accentuate any blemishes. With just a few panel lines needing rescribing, the model thus far, was looking good, and it was on to the next stage.

Stage 5: The Colour Scheme

As mentioned earlier, the selected scheme

was RLM 79 Sandgelb and RLM 80 Olivegrün over RLM 78 Hellblau. The aircraft sported a white tail band which was partially overpainted, as were the fuselage crosses and 'Yellow 8s'. The same may be said of the wing crosses, but as I had no references that verified this, and there was no mention on the decal sheet, I opted to leave the overspray out on these.

The first task was to spray the tail area where the band would be in Halfords White Primer. A few light coats were needed, and then a coat of Aeromaster white was sprayed over the top as this is a 'brighter' white (sounds like a washing powder advert?). The tail band was then masked off all the way round the fuselage using Tamiya's excellent masking tape. The complete model (including cowl) was then given a nice, even coat of RLM 78 Hellblau, which was lightened with a little white here and there to reproduce the bleaching effect of the Mediterranean sun. Once dry, the wing upper surfaces and most of the fuselage and tail were sprayed RLM 79 Sandgelb according to the Aeromaster drawing and a little yellow and white was used to lighten various random areas. The RLM 80 Olivegrün was then sprayed on using a very fine spray from my Badger 150 airbrush, as I wanted the demarcations to be quite distinct. The masking for the tail band was then removed and the fuselage spine sprayed over with RLM 79 and 80 to show the overspraying. The fuselage crosses and 'Yellow 8' were also sprayed lightly in RLM 79 while still on the decal sheet.

Once all was dry, the Blu-Tac was removed (but the cowl kept in place) and the model given a coat of Halfords clear lacquer to give a nice glossy surface in preparation for applying the decals. This lacquer also serves to protect the paint finish from moisture and handling.

Unfortunately, I did not lighten the upper colours enough, but more about the faded paint later.

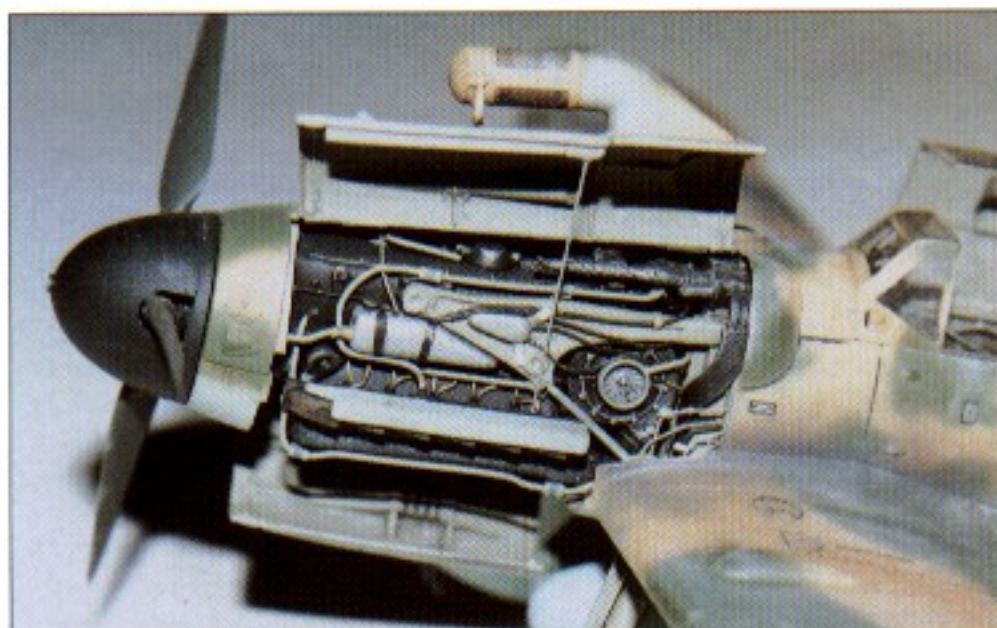
The decals were then applied largest first and these, as usual with Aeromaster decals, settled down nicely with the use of setting solutions (Micro set and Micro sol). The decals showed excellent opacity, register and clarity.



The Verlinden fuel tank and rack adds just that bit more accuracy



The fuel tank looked the part once mounted on the model



The completed nose section. Note the array of wires and pipes

After being left to dry overnight, another coat of clear lacquer was applied which serves to seal in the decals, protect them from the elements, and provide waterproofing. Once dry, the cowl was removed and the wheel wells, engine compartment, cowl interior, interior of radiator flaps, wing ribs (where the wing root and aileron cross sections are visible) and the canopy sills were painted RLM 02. I then chose to highlight the nice surface detail via the use of watercolours. Black watercolour (from a children's painting set) was mixed with water until a fairly thick consistence was reached. This was then brushed into the panel lines and left for a while. Once dry, the excess paint was removed with a very lightly dampened (almost dry) piece of kitchen roll until the paint was left in the lines only. When the whole model was given this treatment, it was given another coat of clear lacquer. This third coat may seem excessive, but is important as the watercolour reacts with moisture from both the skin and the atmosphere resulting in smudges. Sealing the colours in prevents this from happening. The areas on the wings for the slats, and the undersides of each slat were painted RLM 02, glued on in an open position, and given a light coat of lacquer. Without this coat the slats would very probably take on a slightly different shade. This effect can be effective for weathering, but I did not want that for this model.

The ammunition chutes and machine guns on the firewall were painted black and this part, along with all the cowls, and engine compartment (the forward part of the starboard fuselage half), were given a wash of black and dark earth to simulate a

little weathering. A few touches of Rub'n'Buff were applied here and there and the firewall was dry fitted. It was a tight fit but with a little sanding it fitted well and was glued in using superglue.

Stage 6: The engine

The Hi-Tech engine parts were beautifully cast with some very nice detail. Each of the resin parts was removed from its respective moulding block and cleaned up, primarily using a small flat file. The left-hand engine bearer was removed from its runner using scissors and sanded smooth so that it looked neater. The supercharger was found to be marginally too wide and was sanded down. The engine parts were assembled using epoxy resin and checked for alignment. Once cured, some small holes were drilled using a pin vice for the array of ignition harness wires, piping, and bearer attachment points.

The whole engine was then given a coat of Halfords Grey primer followed by a few black washes. This technique allows the grey to just show through resulting in a more realistic finish. The coolant header tank was painted aluminium and Rub'n'Buff was then lightly applied to highlight the overall detail, and only at this stage was the intricacy of the detail fully appreciated.

The engine bearer was drilled out at its attachment points and short lengths of wire were superglued in. These would help to make the whole engine assembly more rigid. The engine bearer was then primed, painted RLM 02 Grau (with an aluminium connection box?) and given a light wash of black.

Upon dry fitting the engine, it was found that it was slightly out of alignment, so some

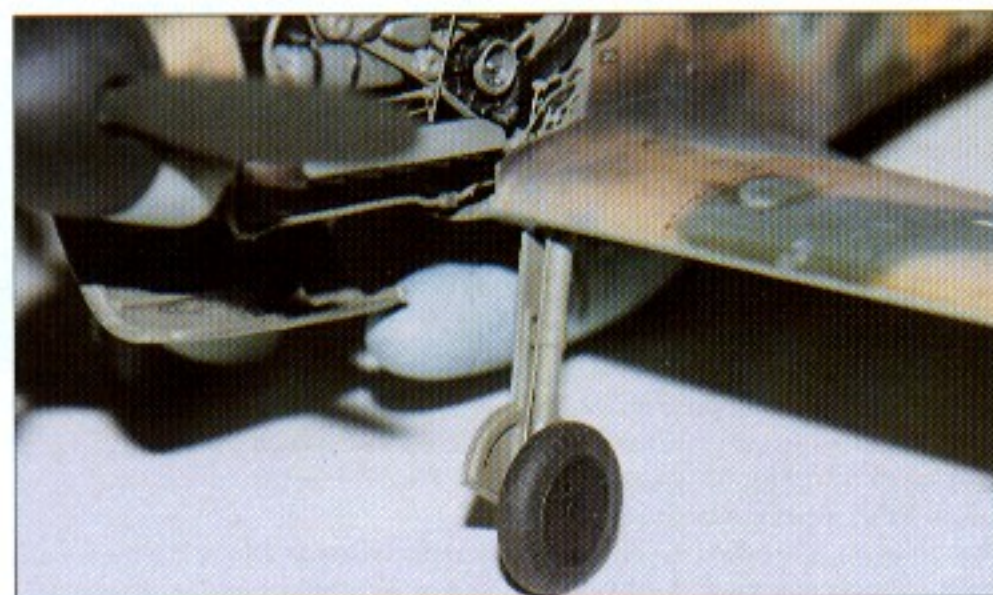
material was removed from the right-hand side so that it was seated further 'into' the fuselage. Also it was too low at the back thus giving the whole engine a strange nose-up attitude. This was cured easily by removing some of the large round peg at the rear of the engine. I decided to add the wires and pipes once the engine was installed so proceeded to attach the bearer to the engine using superglue and when dry, glued the engine in position with epoxy resin (and lots of it on the 'inside') being careful to avoid 'ooze'. Its alignment was carefully checked continually until the resin had cured.

I had some nice, hollow exhaust stacks for a Bf 109, but unfortunately they were too short in length (were they for a Bf 109E?) so had to use the kit ones which I tidied up a little with a scalpel and smooth Wet'n'dry. I checked to see if the exhausts would line up, and found that they were a touch too much inboard. A strip of 3/64in plasticard was

RLM 02). The nose ring (that was cut from the right-hand fuselage front) was then glued in place and sanded so as to produce a smooth joint. The rest of the engine area was masked off with Blu-Tac and the ring was sprayed in the camouflage colours, and given a coat of clear lacquer. Each machine gun barrel was painted black, and when dry rubbed down very gently so as to allow the metal to just show through and accentuate the cooling holes. These were then carefully glued in place, taking care to ensure that they were aligned correctly. The fronts of each small nose intake, cartridge ejection chutes, and other 'holes' in the fuselage were simulated to be hollow by applying a touch of black.

Stage 7: Final Touches

The undercarriage legs, torque links and covers were removed from their sprues, cleaned up and painted RLM 02 Grau with



A close-up of the undercarriage leg showing the brake line

made to fit along the kit exhaust (part D8) and glued on. The exhausts were painted dark earth and dry brushed black. The underside of the glare shield was painted dark grey (any dark grey will do, as it will hardly be noticeable) and the two glued together. Once the joint between the shield and exhausts was sanded down, they were painted RLM 78 and black respectively, and glued onto the engine, being careful to check their alignment. The row of ignition wires was made from brass wire, washed in black, and glued into position. Lengths of a thicker brass wire were brushed RLM 02 and left aside. There were short lengths of pipe (attachments perhaps) that were of a slightly thicker diameter and the colours of which are purely subjective. These were made by painting strips of paper 02/blue/02 and brass/blue/brass. These were cut into short lengths and glued around the respective pipes.

A few of these were glued around a length of the pre-painted wire that was to be the most visible curved pipe, and the whole thing was glued in place. It was important to bend the wire into shape as near as perfect before attaching it at both ends, and always drill holes where practicable. The pipe that led forward from the coolant header tank was the next one to go in. The circular oil tank that was positioned around the very front of the engine would have been hardly visible, so I opted not to scratch-build it. All the other wires and pipes were derived, as far as possible, from references and added as was the lower engine bearer support, which was made from brass wire (painted

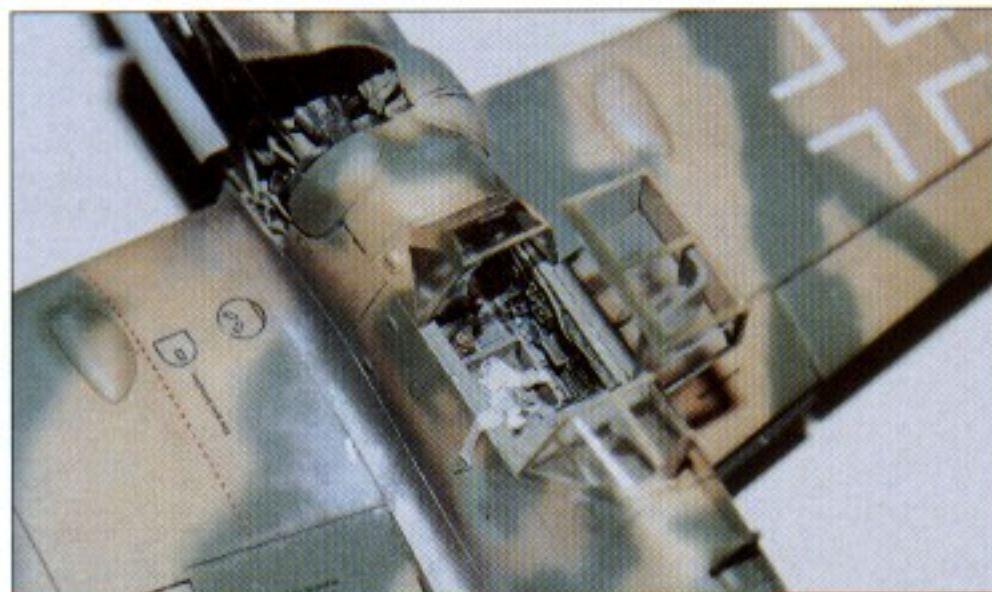


A photo of the starboard nose showing the fading of the paint to good effect

the outside of each cover being RLM78.

The section of each leg between the torque links was painted chrome silver to replicate the polished surface. The legs were then assembled and attached to their covers. According to my references, a brake line ran down the front of each leg and these were made by rolling a length of fine brass wire under a steel rule in a to-and-fro motion until it was straight, chopping it into the required lengths and supergluing onto the legs. The undercarriage units were attached to the wings using Plastic Weld, taking time to ensure that they were in their correct attitudes.

The tailwheel was painted RLM 02 with a Tyre Black tyre and glued into position, with a little twist to the side. The flattened resin wheels were cleaned up to remove the faint moulding seam and drilled out to accommodate the undercarriage leg attachment lug. Mandrels were then made from stretched sprue and the wheels



The detail in the cockpit and wear on the wing root are clear in this view. Note also the continuation of the camouflage scheme on the canopy framing

impaled on them. This allows easy painting of the wheel units and fairly good circles can be produced by holding the brush stationary and twisting the mandrel. In this fashion, the wheel hubs were painted black and the tyres painted black. After a light dry brushing with light grey mixed with a little RLM 79, the wheels were glued onto their respective lugs ensuring that the flats rested on the ground properly.

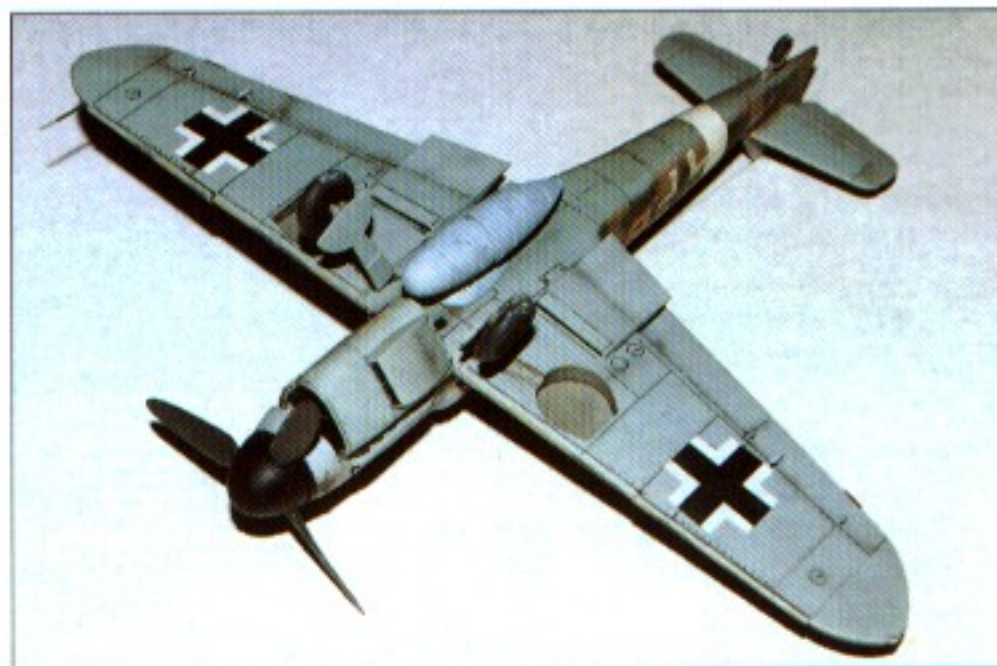
The propeller parts (each blade being separate) were cut from their sprues and the moulding seams sanded out. The cannon barrel was drilled out and the two spinner parts were held together with Blu-Tac. The spinner was painted black and the blades RLM 70 Schwarzgrün. Once dry, the spinner was assembled and attached to the fuselage using a tiny drop of superglue.

The tropical filter was glued to the air intake on the cowl and a pipe was added onto the inside of the lower cowl. Attaching

sheets of self adhesive acetate with each canopy section marked out. These all have to be cut out (I used a scalpel) and placed on the canopy with a light pressure. They don't conform to complex curves as Parafilm M does, but for a '109' canopy being all more or less flat, they work fine. The canopy was then given two coats of RLM 02 followed by RLM 79 Sandgelb.

RLM 80 Olivegrün was then sprayed on here and there to simulate the continuance of the camouflage scheme and the aileron mass balances were painted RLM 78 Hellblau and attached.

I chose to relegate the kit fuel tank and rack in favour of Verlinden replacements. The 66 Imperial gallon (300 litre) auxiliary fuel tank and rack came from their useful set 'Me-109 underwing stores' (set number 1321). These items were easily assembled, although the supports on the rack were a little fiddly, painted RLM 78, weathered a



The underside of the completed 'Gustav'

little Rub'n'Buff while the cushion was painted a dark red brown. This was then attached to the centre canopy section using good old Clearfix.

The nicely moulded and painted three-piece canopy was then glued on, again using Clearfix, and left to dry. Two small angled braces in the upper corners of the forward part of the canopy were made from brass wire, and held in with small drops of Clearfix. The navigation light areas of the wing were painted silver, and a section of stretched clear sprue was glued into each of these to simulate the bulbs. A drop of Clearfix was then applied to each light and coloured using Humbrol clear tinted enamels: the right-hand one being green, and the left-hand red.

Finally, the aerial wires and canopy lanyard were made from finely stretched sprue and fixed at their ends using tiny dabs of superglue.

Conclusions

I can honestly say that I enjoyed this project enormously. The combination of an excellent kit and the Hi-Tech accessories is, in my opinion, a great one. That said however, it was a shame that some of the resin parts (namely the control surfaces) were too small and could not be used. I can't say whether this was a one-off with my set, but it appeared that the control surfaces had shrunk after their moulding.

If you can either settle for the kit ones (which aren't at all bad with nice thin trailing edges) or obtain a set from other

after-market manufacturers, this will present no problem at all.

I think that the cracking engine and cockpit make up for this, although the cockpit needed some work in order to get it to fit correctly. The detail of these parts was excellent and the cockpit is more or less an essential as the kit one is quite bare.

If you really want to go to town though, and improve on the project, the inclusion of Eduard's etched set will add that bit more again. In particular, their instrument panel (with acetate backing) and radiator flaps with interior rib detail would help to make the definitive Bf 109 replica. As always with our hobby, taking time and patience with this project were paramount, but well worth it, and the end result speaks for itself.

With the kit and the Hi-Tech set costing around £15 each, the value for money is fantastic, and gave me many hours of enjoyment. It provided a bit of a challenge, but in all was fairly straightforward. I have no hesitation in recommending this project to all modellers except the complete novice.

Nick J. Wigman

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2. Great Aircraft of the World, Marshall Cavendish Limited, 1988
3. Messerschmitt Bf 109 Luftwaffe Fighter, WWII Living History Series, Airline Publishing
4. Wings of the Luftwaffe by Eric Brown



A side view of the completed model (unfortunately, the fading isn't too clear here)



And a view of the other side

this to the nose would have been very fragile on its own, so two small strips of paper were glued on as though they were hinges. After painting the inside of this part RLM02 and weathering with a black wash, each 'hinge' was glued to the underside of the nose with superglue. With a little effort the correct droop angle of this part was achieved because the superglue stiffens paper, resulting in a fairly robust joint. The end of the pitot tube was painted silver and the remaining portion in the camouflage colour, as was the aerial mast, and these two parts were attached to the airframe. The insides of the radiator flaps were painted RLM 02, and they too were glued into position.

The upper cowl panel was attached with care using superglue, making sure that it was at the right angle, and a bracing rod was made from brass wire. The seat belts were added from an Eduard set, and the control column was glued in.

I chose to use Birdman canopy masks, which worked very well. Basically they are

little, and finally glued in place on the underside of the model.

That neat but tiny resin Revi C/12D gunsight was painted black while still on the mounting block. Once dry, it was carefully removed and glued onto the instrument panel (in its offset position) and touched up a little where the mounting block had been. A little Rub'n'Buff was applied to highlight its detail and the cushion was painted dark earth.

The whole model this far was looking good, but the paint finish did not look as faded as I wanted it to be. Chalk pastels would be just the way to simulate this but they don't adhere well to a gloss finish so the whole model was given a coat of matt (AeroMaster) acrylic varnish. When dry, a white chalk pastel was sanded until it was a fine powder and brushed on until the required 'faded look' was achieved. This was also repeated lightly with a yellow pastel, and exhaust and gun smoke deposits were made in the same manner, but with black and burnt umber colours. Some wear was applied to the model around various panel lines and wing roots by using Rub'n'Buff, and the whole model was then given another light coat of matt varnish. This coat was important because pastels and Rub'n'Buff are semi-permanent and will eventually wear off with time.

A small rectangle of clear acetate sheet was 'Clearfixed' onto the top of the sight to replicate the glass. The armoured headrest was painted RLM 02 and weathered with a



The model definitely captures the sleek lines of the real thing. An interesting project with a great end result. Now to make a desert diorama!

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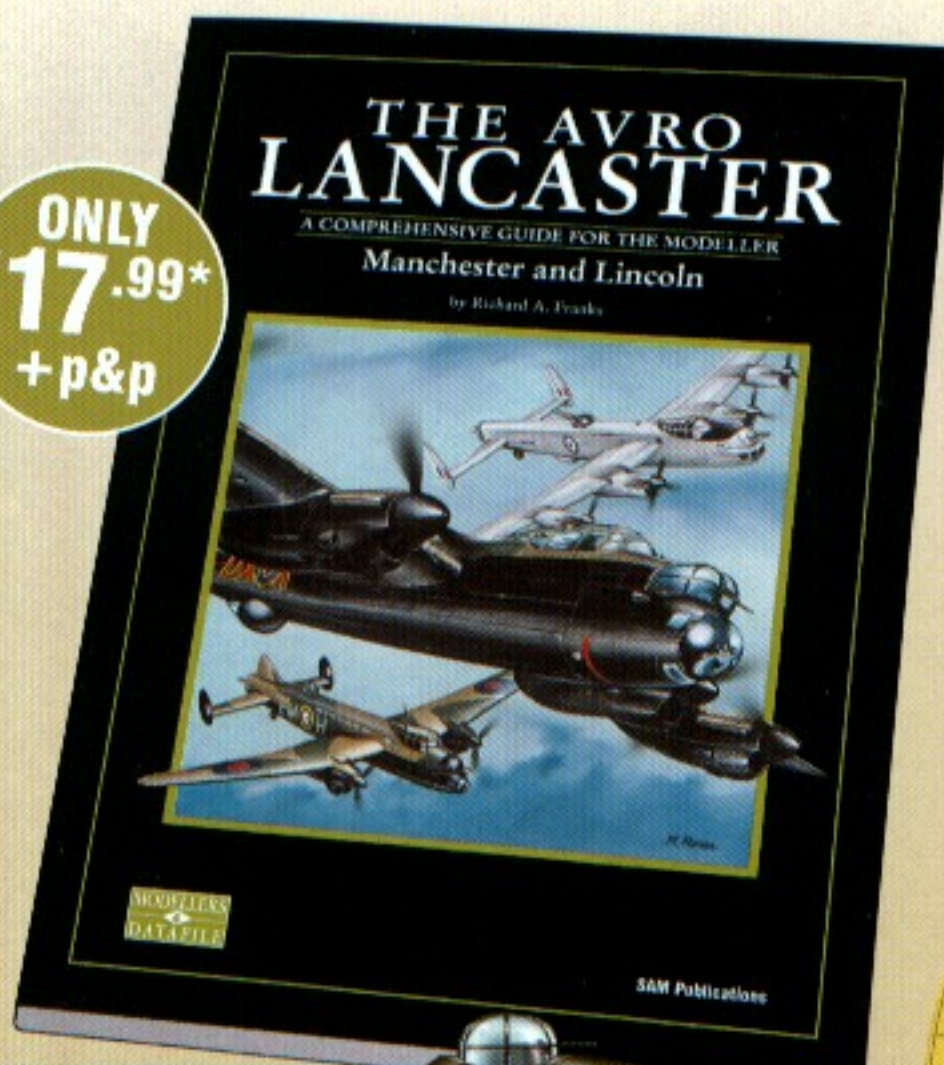
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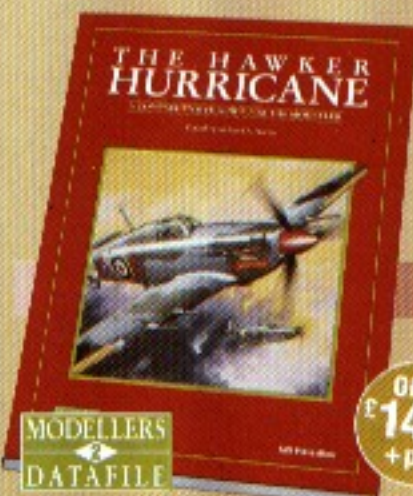


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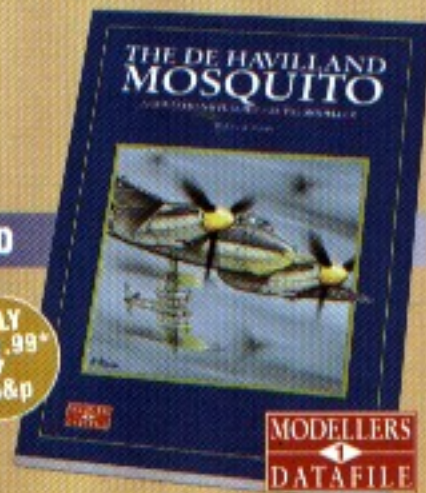


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SAMAVIA-6-8

Gloster E.28/39



ARBA

Pioneer

Richard A. Franks

History

The Gloster E.28/39's place in history is assured, as it became the first British aircraft to fly under jet propulsion when it flew at RAF Cranwell on the 15th May 1941.

The Kit

There have actually been quite a few kits of the E.28/39 over the years. Most of you will know the Frog tooling in 1/72nd scale, as this has been around under many labels over the past 30 years. The problem with the Frog kit is the cross-section of the fuselage, which is far too great in 1/72nd scale and

results in a distinctly 'tubby' looking model (I know how it feels!). In 1/48th scale there was a resin kit by the Japanese firm of TryAngle that was released back in 1987. This kit is now a collector's piece, and anyway it has been surpassed by the subject of this article, the latest kit from Arba Products.

This kit comes in a stout cardboard box, that has a photo of a built model on the top. This is the 'style' of all Arbas kits, but when shelling out £35, it does sometimes make you wonder about the quality of the product inside. There is no worry with this model though, as a quick look inside the box reveals some of the best resin castings I have seen from this firm. All the main resin assemblies are separately packed in snap-lock bags, as are the small number of white metal components and two vac-formed canopies.

The instructions are two A4 pages of photo-copied text, plus another page that offers some plans and detail notes on the various 'evolution' of the design. All of the assembly notes are in text form only; there are no diagrams to help you.

Construction

Usually with a resin kit you expect to do a lot of cleaning up to start with. Cutting off pouring blocks etc is all part of the resin kit assembly process, but with this kit, there are none. The wings, two-part fuselage and vertical fin and tailplane assemblies will just need the merest of sanding and that's it. The remains of the pouring block on the rear fuselage half was small enough to be carefully cut off with a knife, and the upper decking 'bump' aft of the canopy, was a good fit onto the fuselage straight out of the box.

This does mean that assembly of the model can be achieved in a couple of hours. But with this in mind I decided to do a little additional detailing in the cockpit interior, as I wanted to pose the canopy open.

Reference Material

There has been a lot written about the E.28/39, and there are some good reference sources as a result of this. For the modeller though the amount of information offered is sometimes of little

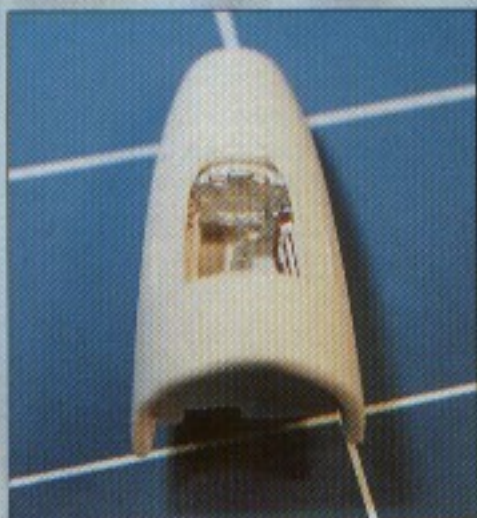
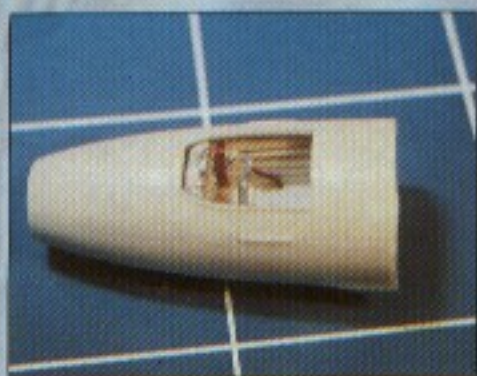
actual use, and therefore the titles listed below are offered as the best ones for a modeller that I could find.

- 21st Century Profile Vol 1 Iss 8
- Aircraft Illustrated November 1969
- Aeroplane Monthly June 1991

The first source offers the best overall article for the modeller on the subject, and it includes a good cockpit shot of the type in its initial form. The second source offers the best scale plans of the type so far produced, and the final one is a 50th Anniversary special on the type's flight and includes some useful colour profiles and photos, as well as an overall narrative about the type. In 1975 Aeroplane Monthly included a selection of colour stills from a 1945 film of the E.28/39 and these included some cockpit shots, but I had decided on doing the kit as the airframe prior to its first flight. The film stills depict the aircraft as it was towards the end of its use, and therefore the interior details etc are only applicable if you choose to make your model up in that form.

Technical Data

Gloster E.28/39 Whittle
Scale: 1/48th
Price: £34.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 7, Metal 16, Vac-form 2
Decal Options: N/A
Manufacturer: Arba Products



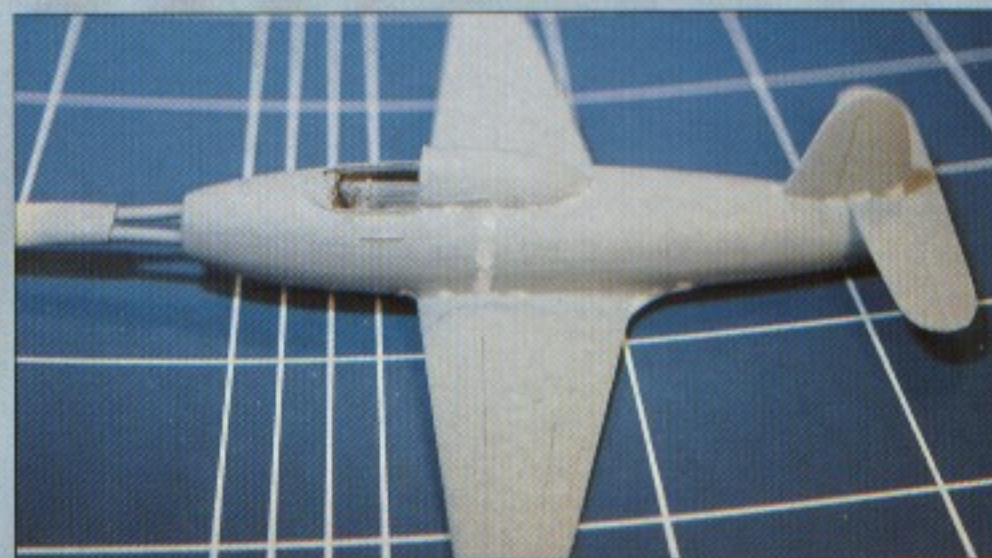
Above: Additional details were added into the cockpit area of the kit



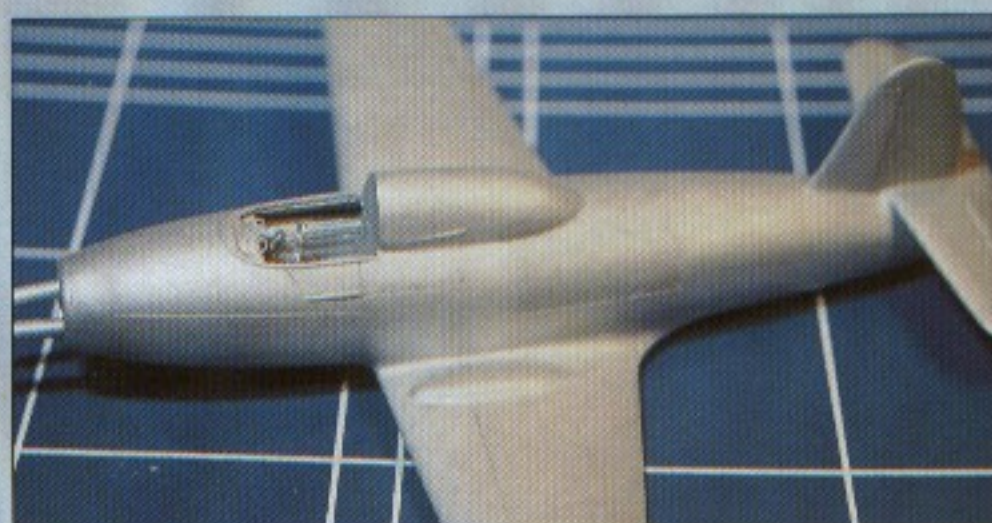
The easiest way to hold the model was via a couple of lengths of sprue secured into the air intake



Assembly of the model, due to the small number of parts, was rapid



The whole model was primed, then any 'trouble spots' could be filled again



The 'metal' finish was a combination of paint and metallic polish



Bare-Metal Foil strips were added to each fuselage side to simulate the heat-sensitive strips on the real machine



Because of the version I had chosen to make, the camera bulge on the port wing had to be removed



The initial stages of the filler application



Because I modelled the earliest version of the E.28/39, I had to shorten the nose leg also as shown here

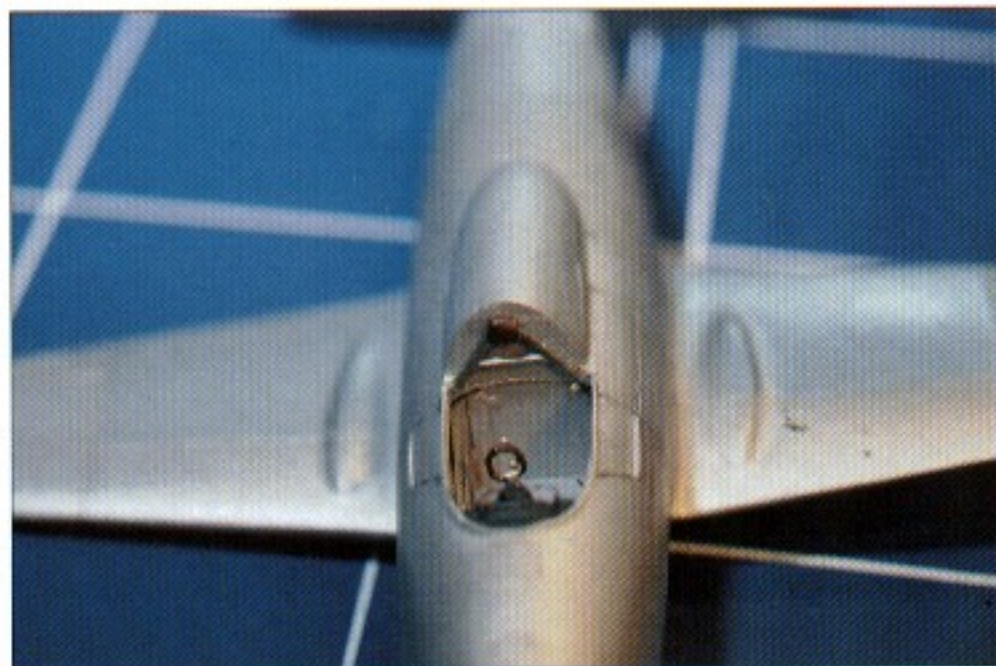


Main wheels were secured with epoxy cement, to ensure a strong join

Gloster E.28/39

Cockpit Interior

This is one area of the model that you can add some detail to. Because of the material used, the sidewall profile of the cockpit is incorrect. The bifurcated air intakes from the nose pass either side of the cockpit tub, but in the nose the thickness of the resin has resulted in curved sidewalls with a step at the top. Study of the few photos of the interior of the real machine will show that the curve and step did not exist. There was no way to get around this, as the carving away of the excess resin would ruin the interior tub, so I opted to add some longerons from plastic strip and the bunch of cables on the starboard side from copper wire. The prominent canopy winding handle and chain on the starboard side were reproduced using a wedge of plasticard for the back-plate, bent copper wire for the handle, and lengths of fuse wire to represent the chain. The prominent handle beside the pilot's seat on the starboard side is either to change the seat height, or something to do with the flaps (you can see why I don't fly can't you!). This was made from a length of thick plastic rod, slightly bent and then secured into a pre-drilled hole in the cockpit floor. The control column in the kit is not the same as that depicted in photos of the type, as the latter has a round grip, no trigger, a much smaller brake lever and a long upper section before the joint. The chain at the rear of the unit is only encased with a cover at the top, unlike the kit part which looks more like a standard



The 'A' frame added on the rear cockpit bulkhead

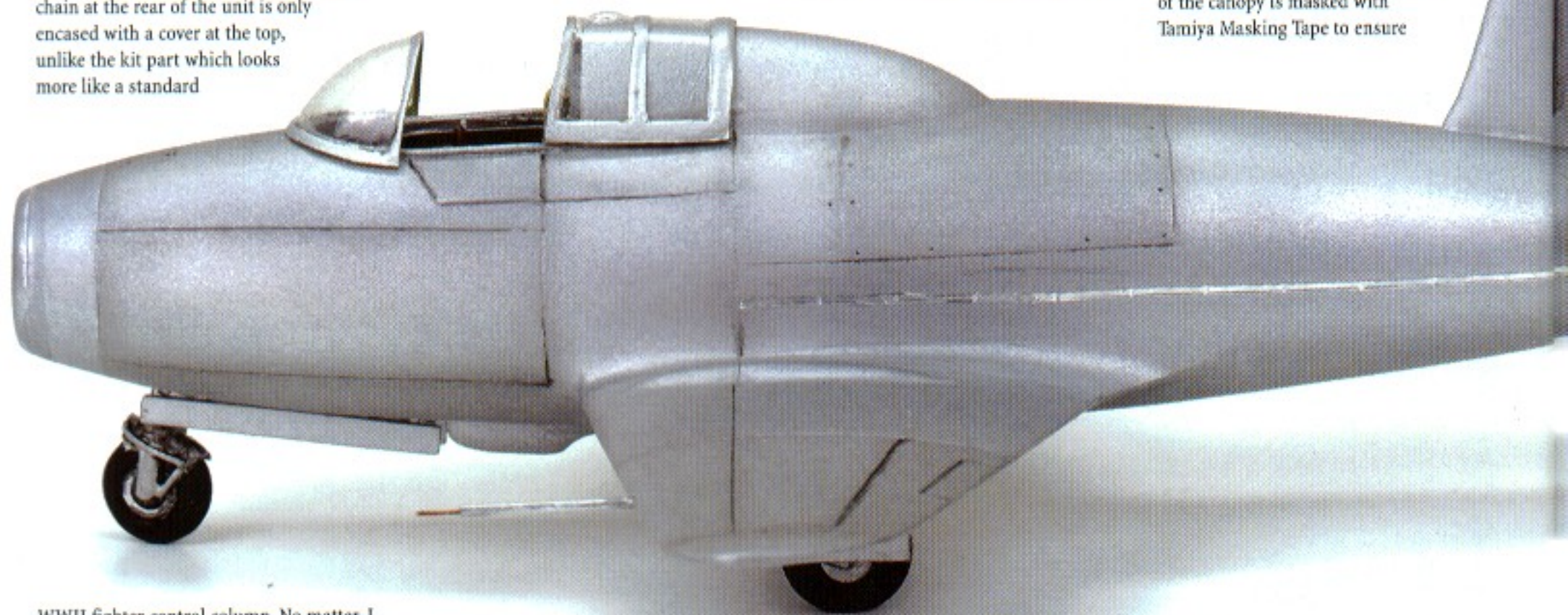
my attention now turned to the final assembly of the actual airframe.

Main Assembly

The cockpit tub was now inside the front fuselage half, and its fit was so snug as to remove the need for any cement. The front and rear halves of the fuselage were secured to the one-piece wing with superglue, and once this was dry, the vertical fin and tailplanes were added. Check alignment of these by viewing the entire model from the rear throughout this

instructions show two pitots fitted; one on either wing tip. For the aircraft in its initial form though, photos show that the pitot on the starboard wing was the only one installed. Interestingly I had a head-on photo of the type that was identical in size to the 1/48th scale model (very useful). This allowed me to measure the pitot's position accurately and it should be 34mm inboard of the wing tip. A suitably sized hole was carefully drilled in the wing leading edge at this point, as later a combination of hypodermic tubing and copper wire would reproduce the pitot tube.

complete with the tyre and wheel. I can't say I like this and would prefer to see the wheels as separate items supplied in resin; because the wheels are moulded with the oleo and mudguard units, there is no gap, and it does not look right. Anyway, I cleaned these parts up, then clamped them into tweezers so that they could be sprayed as well. The vac-formed canopy depicts the later unit with the small bulge in the upper panel. This is incorrect for the early version I was making, and although there is a 'spare' included (nice one Arba), this is the same style as well. No matter, I had to use it and I therefore painted around the frame with matt black, and once dry carefully trimmed the canopy out using (first) scissors and (second) a scalpel. The black paint just helps you keep track of where the edge is, as once you are trimming close to it, the vac-formed details will become so faint that you will over trim if you do not have the painted guide to follow. If I were to pass an adverse comment about Arba, it would be that their canopies suffer with an odd, and very annoying tendency. That is that the frames are lovely and clear, while the panels (which you want nice and clear) are rough! With my canopy out of its vac-formed surround, I carefully trimmed the windscreen and sliding portions apart and then masked the panels with Parafilm-M. The interior of the canopy is masked with Tamiya Masking Tape to ensure



WWII fighter control column. No matter, I had nothing to replace it with, and therefore 'carried on regardless' The instrument panel is white metal and if you add any longerons don't forget to keep test fitting the panel to ensure it doesn't foul the longerons.

I installed the cockpit tub into the nose section at this stage and added all the details listed above permanently. The instrument panel does not fit far enough forward really (looking at photos of the real aircraft), but that may have been my error. The gap that resulted behind it was easily filled with PVA wood glue and the two prominent grab handles either side of the top of the instrument panel were added using copper wire. The pilot's seat is a little gem, with excellent moulded seat harness detail. This would be painted separately and added a lot later though, so

assembly stage, otherwise you run the risk of having a tail that is twisted.

Well, believe it or not, that was the main assembly stage, as now you have a tiny, tubby little aircraft. The joints were all subject to filler, and I must admit that the amount used was not excessive for a resin kit. Once this had dried overnight it was wet sanded smooth. The entire model was now sprayed with Halfords Grey Plastic Primer and then subjected to a detailed inspection. Any of the joints that needed further filler and sanding were dealt with, and then the model was lightly primed again.

Because I was depicting the aircraft in its initial form, the camera bulge on the port wing tip was cut off, as it was only added later in the type's life. The

Painting

As I said at the start, I had opted to finish this model in 'bare metal' with those thermo strips down each side. Now was the time to prepare the model for painting, and the first task was to prepare the white metal undercarriage doors and oleo legs, as well as the vac-formed canopy.

With the former items they need to be cut in two, as they are moulded in the 'closed' position. Once this is done they were attached to strips of masking tape on a rod so that they could be sprayed. The oleo legs are supplied as one-piece units,

that whilst spraying the paint does not ingress inside your canopy and ruin it.

Now it was time to paint. The entire model was already primed, so it was now sprayed with Tamiya Matt Aluminium. Once this was dry a little dark grey was added to some more Matt Aluminium and all the panel lines, plus some panels and the control surfaces were resprayed. Finally the entire model was given another very light 'mist' coat of pure Matt Aluminium to tone down the 'shadow shading' previously applied. The entire cockpit interior, as well as those undercarriage doors and canopy were also sprayed Matt Aluminium. The oleo legs however were sprayed with Tamiya Silver Leaf (TS-30).

Once all this was dry the instrument panel was painted Matt Black and the wheels were reinstated in Tyre Black

(Xtracolor X505). With the instrument panel dry, all you have to do is use a scalpel blade to scrape the paint off the raised dials and this will bring the whole panel to life. A wash of thinned black was applied to the oleo legs once dry in an attempt to add some relief and overcome the moulded-as-one look. No washes were applied in the cockpit, as I thought it looked OK as it was. All the panel lines were now lightly scribed with a scalpel, and a wash of thinned black applied to highlight them. I also opted to add some metal effect to some of the panels and therefore used some Rub'n'Buff Silver Leaf to achieve this. Masking the panels out first with Post-It Notes and masking tape, the Rub'n'Buff paste was applied and then gently buffed. The front engine ring was highly polished, while the wing and tail panels I had chosen to do in this manner, were only lightly buffed. The end result was quite effective, although with the next bare metal aircraft I build, I will use a combination of the new Alclad II, acrylic paint and Rub'n'Buff.

Final Touches

Once the model was completely dry (I actually left it all week), the final task before all the detail parts were added, was to reproduce the thermo strips down either side of the rear fuselage. I had already

decided how to do this (that is why I opted for the scheme) and so I cut thin strips of self-adhesive aluminium tape made by Sellotape. This tape is available in all DIY shops and is used to repair things like pipes etc. It is much thicker than Bare-Metal Foil, and that is why it is good for the thermo strips on this model. If you look at photos of the real aircraft, you will see that the strip seems to be in fourteen segments. To reproduce this I cut the lengths of aluminium tape, then secured them onto the side of the model. Taking a scalpel, I used the back of the blade to score lines on the tape, and in so doing I created the 'segments'. To achieve the correct spacing of these the strips have to be measured and then you have to divide



The 'A' frame added on the rear cockpit bulkhead

the length by fifteen to get your fourteen lines.

With this done the canopy was secured and I am pleased to see Arba adding a little step at the canopy edge, so that the vac-formed canopy will easily attach to it. The seat had already been painted and given a wash of black to bring out the moulded detail, so now I needed to install it. If you look at photos of the aircraft in its initial form you will see that the large padded headrest depicted in this kit was not installed.

Instead there is an 'X' shaped framework and a tiny headrest cushion on the rear bulkhead. To reproduce this I made the frame from strips of plastic and the cushion from a little blob of Blu-Tack. The seat belts actually attach to the cross beam of the 'X' framework, and as those on the kit's seat are moulded going over the back, I simply extended them using strips of the aluminium tape. With this all installed and painted the sliding portion of the canopy was tacked in

now a lot shorter.

The pitot was made from a 0.2 x 10mm length of hypodermic tubing from the Minimeca range, into which was slipped a piece of copper wire. The whole assembly was glued into the hole drilled in the port wing leading edge, and then it was painted Matt Aluminium. Note that the copper tip of the pitot should be left unpainted as a real pitot tip is heated and made of copper anyway.

The final detail to add was the exhaust pipe, which was painted with Gunmetal from the Humbrol Metal Cote range, then lightly buffed before being glued in position.

Conclusion

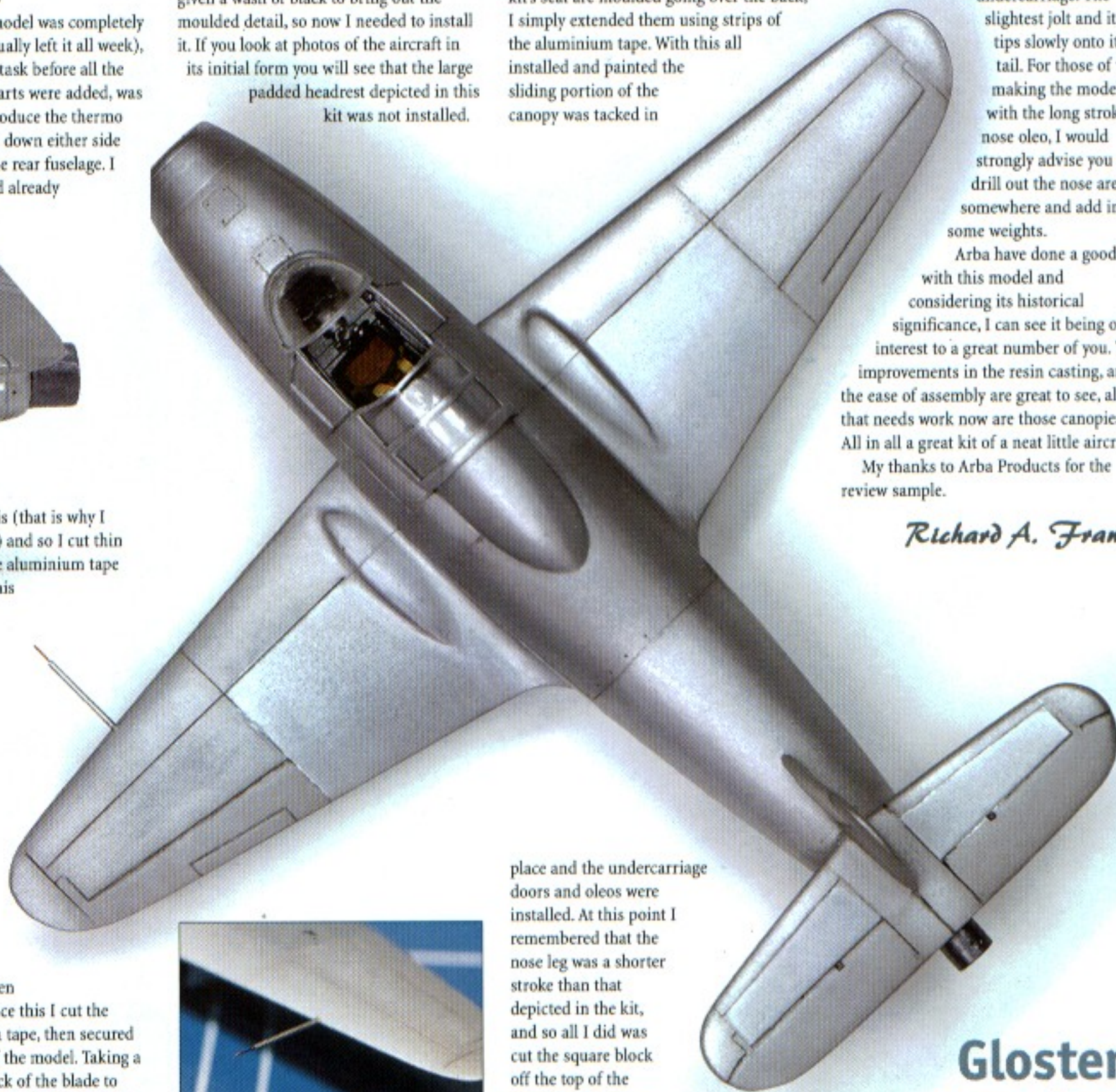
I know I opted for a simple scheme, and did not need to hunt for suitable decals, but nowadays even prototype 'Ps' are not a problem as both Joe's Models and Fantasy Printshop are offering them in decal form. I am quite happy with the end result, but I would point out to you that even with the shortened nose oleo leg, this model only just sits on its

undercarriage. The slightest jolt and it tips slowly onto its tail. For those of you making the model with the long stroke nose oleo, I would strongly advise you to drill out the nose area somewhere and add in some weights.

Arba have done a good job with this model and considering its historical significance, I can see it being of interest to a great number of you. The improvements in the resin casting, and the ease of assembly are great to see, all that needs work now are those canopies. All in all a great kit of a neat little aircraft.

My thanks to Arba Products for the review sample.

Richard A. Franks



The pitot added to the leading edge of the port wing was made of Minimeca tubing and brace wire

place and the undercarriage doors and oleos were installed. At this point I remembered that the nose leg was a shorter stroke than that depicted in the kit, and so all I did was cut the square block off the top of the nose oleo leg, then drill a hole in the top of the nose wheel well. The shortened oleo was then superglued in position and was

**Gloster
E.28/39**



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A Big Hustler

MONOGRAM



History

It is amazing to think that just two years after World War II as Chuck Yeager was just about to break the sound barrier in the Bell X-1, the USAF was starting the development of a set of specifications which would lead to a bomber capable of supersonic speeds carrying tactical nuclear weapons with intercontinental range. The prototype B-58 Hustler first flew on 11 November 1956 and was followed by 30 pre-production models. (Can you imagine building 30 Eurofighter Typhoons for test purposes?) These were followed by a modest production run of a further 86 aircraft.

The Hustler was definitely an attractive aircraft with its large delta wing, and was waisted fuselage with four massive J79 jet engines in pods under the wings. The crew of three were seated on encapsulated ejector seats as at operational heights and speed a conventional ejector seat would not guarantee a survivable ejection. The payload was carried in a number of different pods under the fuselage and these could contain either fuel, fuel and weapons or reconnaissance cameras and fuel. For self defence a gatling gun supplied a sting in the tail. Due to high operating costs, the Hustlers

were phased out of service from November 1969 and now there are few survivors, all in museums in the United States.

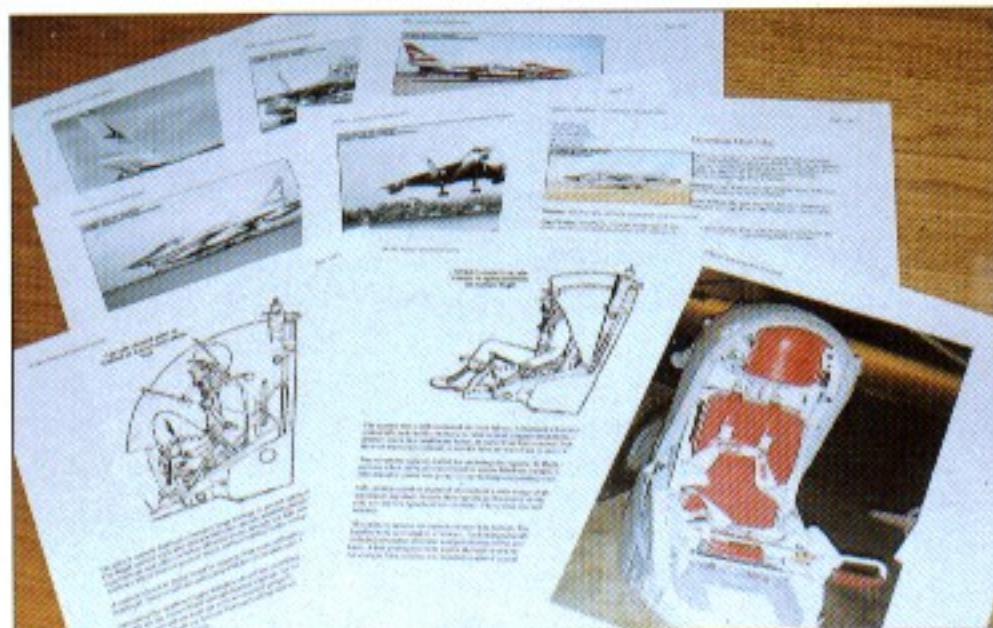
The Kit

First released in the early 1980s this kit is typical Monogram, presented in silver plastic, and boy what lot of silver plastic there is in this box! It features mostly raised lines for details with only the control services featuring recessed engraving. Details in the undercarriage bays and front cockpit are very good, though unfortunately there are no details supplied for the navigator or defence operator's cockpits. The large and complex undercarriage is well thought out and there is a choice of payload pod, large or massive? You also get four free-fall nuclear weapons to fit on bomb racks either side of the pod. The instructions are also typical Monogram, clear and concise with painting notes as construction proceeds. The decals are unchanged from the original release featuring markings for 59-2458 the Bendix and Bleriot Trophy winner which is on display at the USAF Museum in Dayton, Ohio.

Research

Before you start cutting, gather together as many photographs and as much information as you can. Now at this point I normally would outlay vast sums on books but this time I thought I would try the dreaded Internet. Now most computer people will tell you there is nothing to be scared of, but I was not convinced. At my local library they held a free Internet

starter session, after this there was no stopping me. Most systems feature a search facility, type in a subject 'B-58 Hustler' and up comes a number of sites. I started with the B-58 Hustler page which is very informative and features links to other sites with information on the Hustler. Next stop the USAF Museum web site from which I printed nearly thirty pages including eight cockpit shots. The



Examples of pages obtained from the internet

next web site was really outstanding; the ejection seat site lists seats and to which aircraft they are fitted. Once you select a seat you get detailed photographs and descriptions of the seats' operation. I now printed off eight pages on the unique

Stanley capsule system from this site, and had more than enough information to start building.

This is a stage that you cannot rush as natural metal finishes show every mistake. Like most older Monogram kits, the Hustler features mostly raised panel lines; though these are well done I felt that it would look odd against the rest of my collection which is mostly Tamiya and Hasegawa kits with recessed lines.

Now rescribing takes time; this kit took about a week and a half to rescribe and I tended to do mine in my lunch hour at work so I could do more interesting bits in the evening. First rub down the raised line with fine wet and dry paper. This will leave a dark line of silver plastic (on other colours spray with grey primer and then rub down for a similar effect). Now to rescribe I use either an Olfa P cutter or Bare-Metal Foil's scribe, I also use a selection of Eduard templates, metal ruler, old credit cards and

Dymo name badge tape. The

old credit cards can be cut up to get into odd angled areas and the Dymo tape is used on concave and convex surfaces as it is sticky on one side and it can be stuck to the plastic and then removed. This keeps both hands free to hold the part and the scribing tool. Once the model is rescribed I give the parts a

coat of grey primer to locate any errors. I normally have two types:

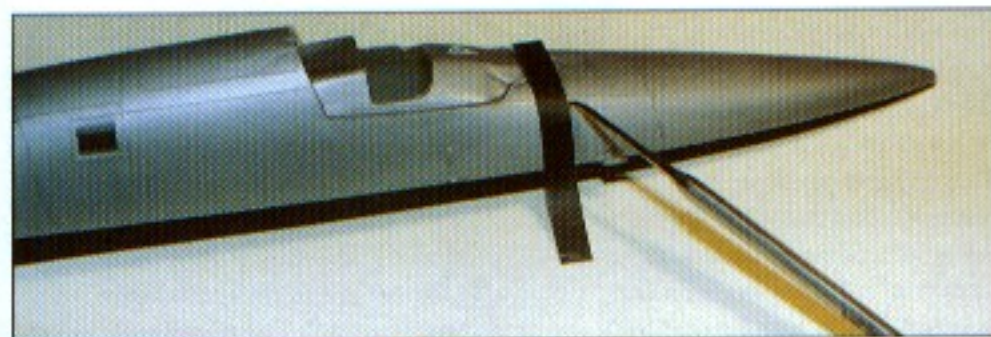
•1. Missed panel line or not complete panel lines which are easily rescribed.

•2. Over-scribed lines where I have gone too far over the panel junction. For these I use Pentel Micro-Corrector. This is like Tippex and is applied via a thin metal tube. This enables you to accurately place the fluid into the incorrectly scribed detail. When it is dry sand it with fine grit wet and dry.

Once happy with the results, you can now start with the fun part, building the kit.

Preparation

There are a number of moulding flaws in the plastic which require attention, the worst being on the canopy hood and by the rear gun control radar. These were given a number of coats of superglue treated with accelerator. Once hardened I sanded back to the fuselage shape using progressively finer grades of sandpaper.



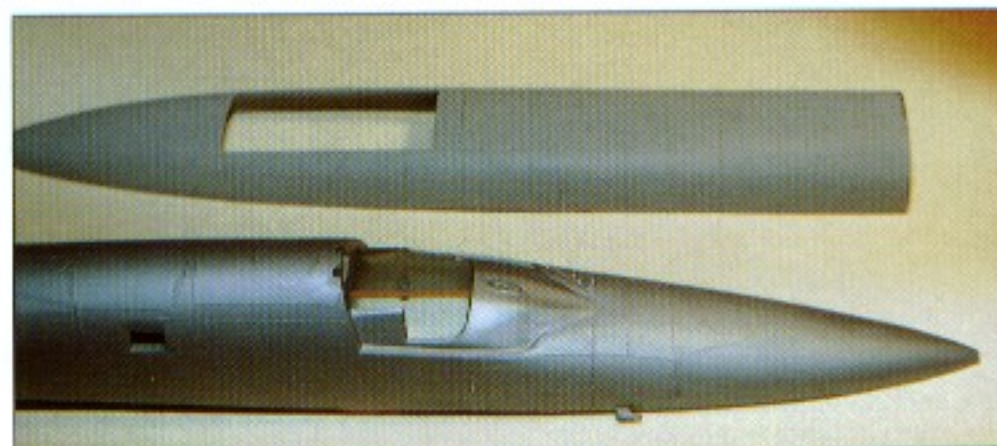
Dymo tape is used to guide the scribe on curved surfaces



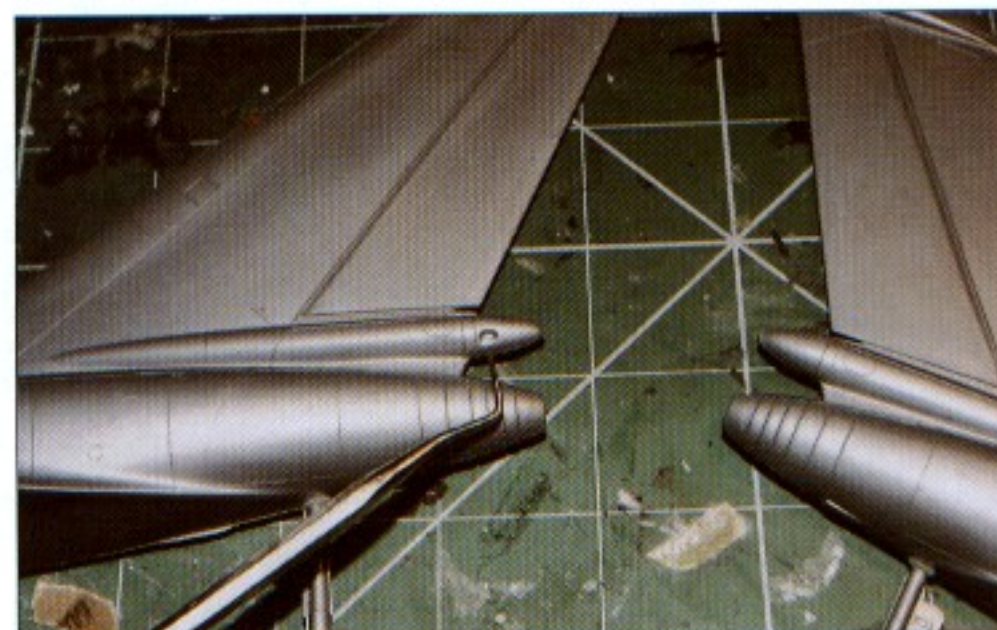
Sink marks on the top of the canopy



Loads of filler on the fuselage join



Top of the fuselage is to be engraved, the bottom section has been engraved and primed

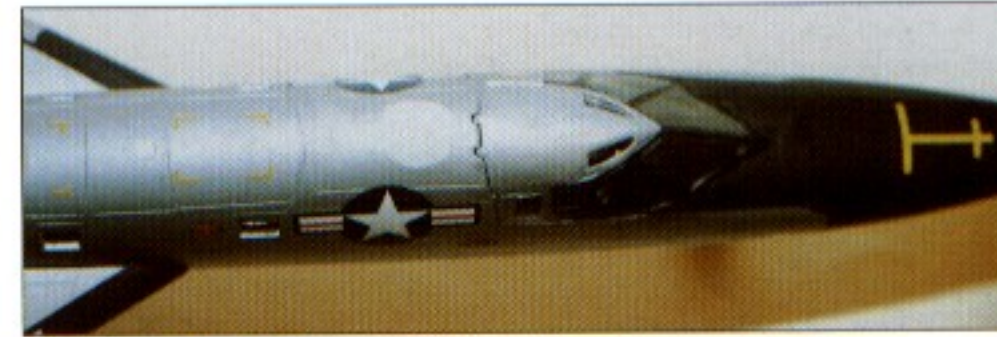


The largest sink hole on the tail, there were others on the fuselage

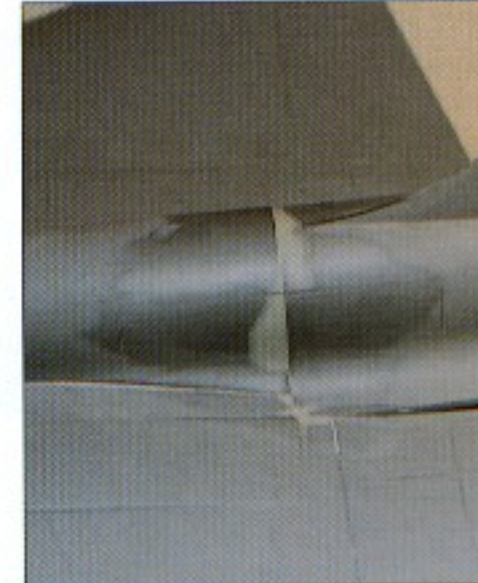
Construction

As is usual I started with the cockpit. This was painted in several shades of grey with switches and dials picked out in dark grey, black and yellow. The instrument panel is then glued to the rest of the tub (make sure it's glued well as mine has now disappeared into the fuselage). The ejector capsule is well executed but I removed the seatbelts and replaced them with spare brass examples. It is not worth going too over the top as the view into the cockpit with the seat installed is severely limited. I deviated from the kit instructions which show the installation of both the nose and main undercarriages to

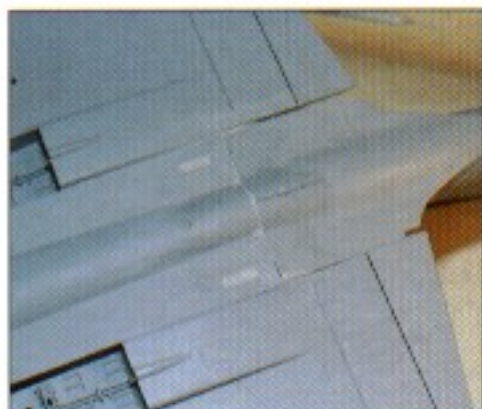
sub assemblies. There is no reason why these cannot be left off until the end of construction. (I also left the nose probe off until the end as I was sure I would break it at least 10 times if fitted). The forward fuselage is now joined and the first major area for filler appeared. This is a 7" join and I could not get a good join on both sides, so a long roll of Milliput was placed along the join. This is then wetted and smoothed into shape. After leaving overnight to set, I then sanded the join smooth and any missing panel lines were rescribed. Just to be sure, I added some fishing weights to the nose to prevent the model tail-sitting. The wings,



After filling with superglue and sanding down, no trace of the sink marks can be seen



The worst join, lots of filler and sanding was needed for a good finish



More filler on the underside join. I also filled the holes for the bomb racks supplied in the kit



The unique ejection capsule with Reheat brass belts

though big, fit well and it is easier if you join the top wing to the fuselage and then attach the bottom wing. The tail area leading down to the cannon does not really represent this area very well, as the real thing did not feature the large ridges moulded in the kit. I sanded down the ridges to a more streamlined look, I also drilled out the cannon barrels with a mini drill. The large tail is now attached and I could not get a reasonable join between this part and the wing/fuselage. In the end I broke it off again and carefully sawed through the locating plugs. This enabled me to get a better join, and then loads of superglue and Milliput were used to fill the join.

I spent three nights sanding, filling, sanding, filling etc. etc. I still wish I had put even more work into this area but the

my choice. This is assembled from 4 pieces and attached to the centreline stores station. Now the four engines were assembled and the front air inlets were painted white before assembly as once the centre cone is in place this area is hard to get at. It is a big help to have access to a colour photograph of a Hustler as there are a number of different shades of metal present on each pod which will need

to be represented. The fit of the engine pods is aided by each having a different spacing of the locating tabs which stops you from putting the pods on the wrong station. The fit of these pods to the wing is not as good as I would have liked

and the fact that I had pre-painted prevented me from tidying the joins as much as I would have liked. (Should I always build two kits - one to muck up and the other to be perfect?) The large windscreen was now fitted and I replaced all the other transparencies with Kristal Klear as the ones supplied in the kit sat too far back in their holes instead of being flush with the outer skin of the fuselage. At this point I prepared the kit for decalling but for this article I backtracked to the painting.

Painting

With a metallic finish I use Halfords Aluminium as an overall base for my finishing (I must get that airbrush, it will save me pounds and bankrupt Halfords!) I now use a number of different methods to get the different tonal effects of a natural metal finish. The first is rub and buff silver leaf available from art shops. After masking a panel with Tamiya tape this wax cream is applied with an old T-shirt; after 5 to 10 minutes, I then buff up to a realistic metal finish with a clean part of the T-shirt. Next a few more panels are masked off and painted with Humbrol Silver Fox, and once dry SNJ

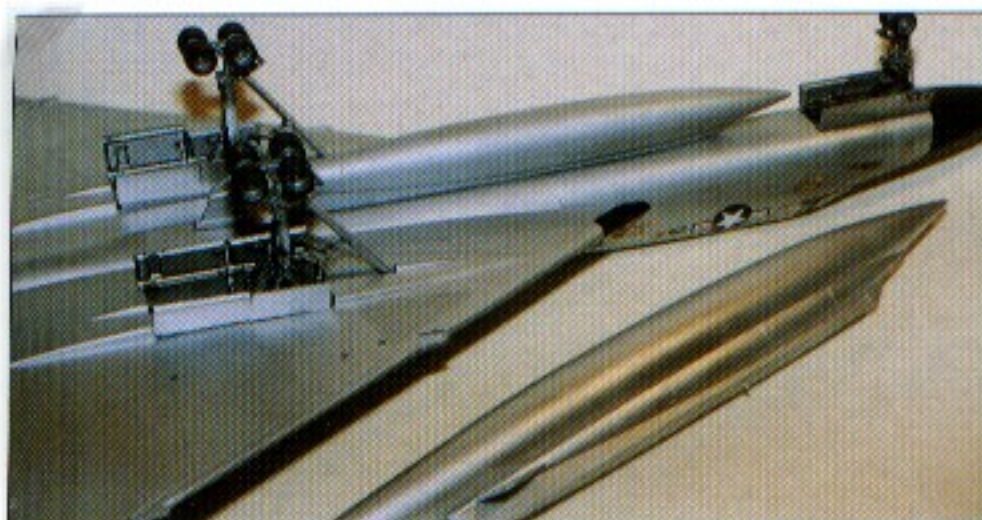
aluminium powder is applied with a cotton bud and then buffed with the old T-shirt to create another shade of metal. The third method involves various Humbrol metalizer paints buffed to different shades mostly used on the engine pods. The various black and grey panels are now masked off and painted before an overall application of Aeromaster gloss varnish painted on with a large flat artist's brush. Now the kit is ready for the markings.

Decalling

The kit provides markings for the example preserved in the USAF Museum. This is the record-breaking 59-2458 which won the Bendix and Bleriot Trophy during Operation

Heat Rise in 1961. The kit's markings in the re-issue are sadly exactly the same standard as the original release in the early 80s. Though in register with good colour, they are very thick and glossy and it is a shame that they could not have been printed to the same standard as this company's Pro-modeler range. I felt I had no choice but to come up with an alternative and using the decal sheet from Hobbycraft's 1/144th scale kit I found a subject with that 'hard to replace' SAC band on the nose. This aircraft, 58-2431, was assigned to 6592nd TS during the early 60s and features a large red tail flash. Now where to get the markings in 1/48th. My first step was an appeal to other members of my club which led to some of the markings





Two pods are supplied in the kit. I fitted the smaller weapon pod which can be seen also moulded at the top of the larger TCP pod



This photo gives an idea of the scale of the kit - that is a pound coin being dwarfed by the engine pods. Note the different gunmetal panels and the stencils from the spares box



The kit features two crude pilot tubes on both sides of the nose. I replaced them with aerofoil shaped strut and steel surgical tubing



These look a lot better than the kit items

being donated. I then approached the IPMS/UK decal bank which operates an excellent service to IPMS/UK members and for a nice letter and a few stamps I received most of the other markings I needed to complete my chosen scheme. I purchased Xtradecal yellow, red and black striped decal to make up the walkways, re-fuelling guides and the stripes on the engine pod. A braver man would have masked off and painted the fin slash but this coward wanted an easy way out. Using a photocopier, I enlarged the Hobbycraft decal sheet and therefore had a paper template which I glued onto thin plasticard. By cutting this out, I had a rigid template to use when cutting out the arrow design from a sheet of Insignia Red decal. This was applied to the fin with plenty of Micro Set and Sol and when dry the serial number is applied to the fin flash. The whole model

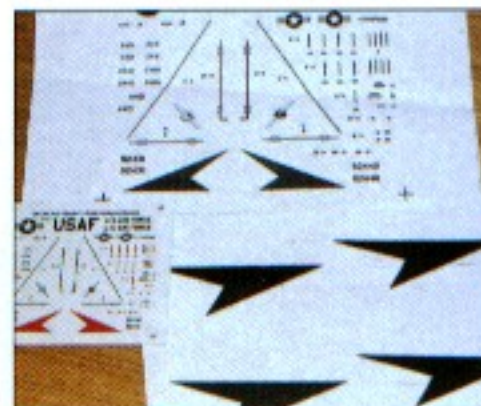
was now given another coat of AeroMaster varnish to seal in the decals.

The Final Bit

The model is now complete but it was time to add some weathering using black acrylic paint thinned to a light black wash which was used on the gaps between control surfaces and over the engine exhausts. Do not overdo the weathering as most pictures show Hustlers stayed in excellent condition. At last year's nationals I purchased an MDF (Medium-Density Fibre Board) arrow-shaped base for £1. This seemed made for the Hustler so I gave it an overall coat of Gunmetal



Masking off individual panels before applying - rub'n'buff



The photocopy decal sheet from Hobbycraft used to make a template for the tail fin flash



The flash from red decal with the serial numbers applied on top



The join of the engine pods to the wing could be better than on my model



paint, and once the model is put on it it certainly stands out from other models in my collection.

Conclusion

Well this was a fun kit to build and I had to do more rescribing on this kit than on any other model due to its size.

I am glad that Monogram are re-issuing some of their older kits and on later releases due in 1999 they have said that the decals will be printed to a higher standard with the same markings as when they were first released. The only major criticism I have is the high retail price in the UK which seems to vary at different shops. If you want one, shop around,

or do as I did and get one straight from the States. If you want one, get it now as this kit is a limited re-issue and it might disappear for another 15 years, once it's sold out.

David Francis

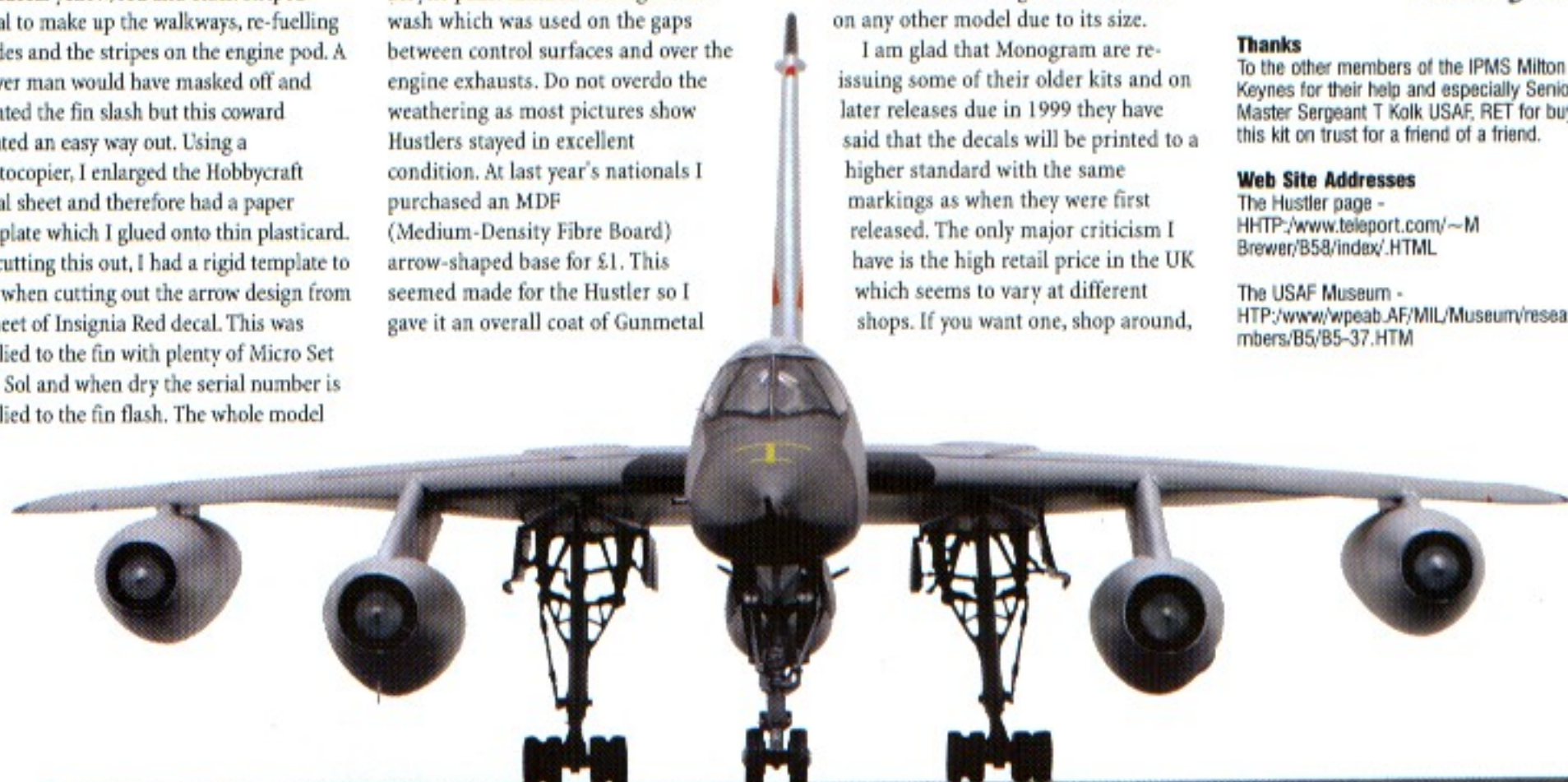
Thanks

To the other members of the IPMS Milton Keynes for their help and especially Senior Master Sergeant T Kolk USAF, RET for buying this kit on trust for a friend of a friend.

Web Site Addresses

The Hustler page -
HHTP://www.teleport.com/~M
Brewer/B58/index/.HTML

The USAF Museum -
HHTP://www.wpeab.AF/MIL/Museum/research/bo
mbers/B5/B5-37.HTM





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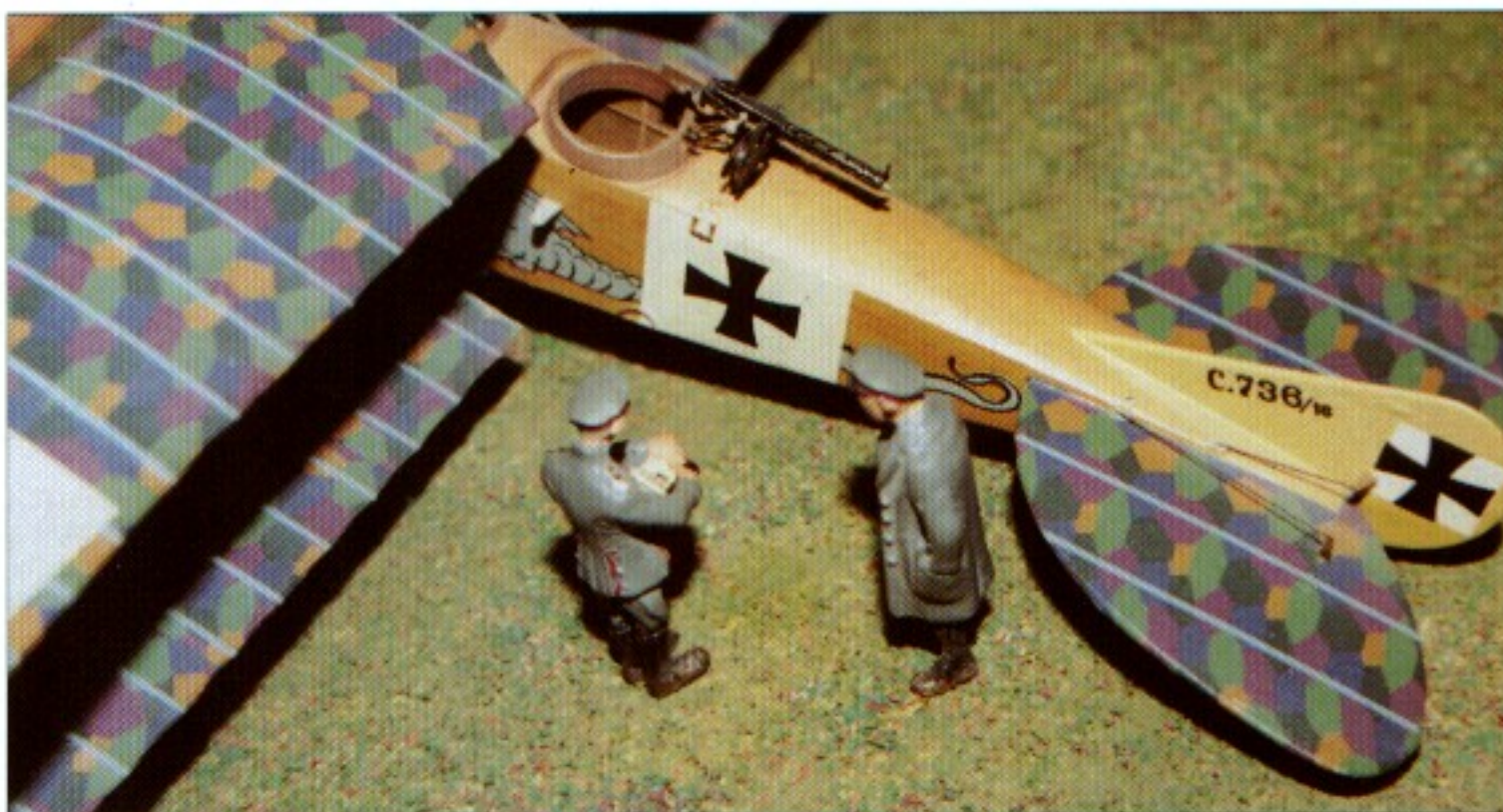
Part 2. Planning the diorama

Planning a diorama is paramount and needs consideration even before making any part of it. Each part interacts with the other and this can only fully be appreciated by spending some time thinking what to do and why.

As mentioned in part 1 (See Vol 6 Iss 7), the overall effect and atmosphere are the two most important things to achieve. To a large part, this will depend on the weather or natural conditions of the imaginary or true scene to be created. One of the first considerations to be determined in the planning stages is whether the ground is 'hard' or 'soft'. 'Hard' surfaces include tarmac, desert/beach, summer grassy surfaces, flight decks, runways and so on. 'Soft' surfaces include fresh snow, water, and mud. The condition of the surface is important because if soft for example, the aircraft and accessories would sink lower, maybe even submerge if water was chosen. If a snowy scene were chosen, there would probably be footprints and maybe tyre tracks. Once this has been decided, it is then necessary to imagine how this would influence the aircraft (as this is the centrepiece of the diorama) then the accessories. This partially depends on how the aircraft got into this environment: For instance was it shot down, crashed, landed etc...? If the aircraft crash-landed on a hard surface, it would be more damaged and dented than if it crash-landed on a softer one. To a large extent, the condition of the aircraft depends on the situation and 'ground' surface. Other questions include what would the attitude of the aircraft be? Upside down or nose down? Was one wing broken off? Did the pilot just lose his way and run out of fuel with no damage to the aircraft? It can be fun just thinking about the possibilities! Until the surface has



Two abandoned German fighters



Two German airmen chat next to an Albatros C.III



An abandoned Fw 190. Note the missing panels

been decided upon, it is advisable that the model not be started, as its construction is affected by its condition in the scenario.

Once the modeller can picture the aircraft in situ, the accessories then need to be considered. Accessories include figures, trees, oil drums, maintenance equipment, chairs, tents, crates etc. Once again, references can be invaluable in deciding what accessories, if any, the modeller wants to include. If desired, various accessories, areas or minor details can be drawn out from a number of photographs and included in the diorama, thus combining a variety of features.

In short, consider the 'ground' surface

first, followed by the condition of the aircraft, then what accessories are to be in the scene, and finally how all these factors interact with each other. If figures were to be included, would they be stood as if they were chatting, or inspecting a damaged aircraft? Once the overall scene is set and the interactions between its parts has been determined, it is then time to start making the diorama. The next part of this series will look into adapting the aircraft to suit the scenario.

by Nicholas J. Wigman

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Lockheed P-80/F-80 Shooting Star

by David R. McLaren

Price: £19.95 (\$24.95)
ISBN: 0-88740-907-5
Publisher: Schiffer Publications
Format: 21.5cmx28cm, 184 page, laminated card cover

This title has been passed to us for review by this publisher's UK representatives (Bushwood Books).

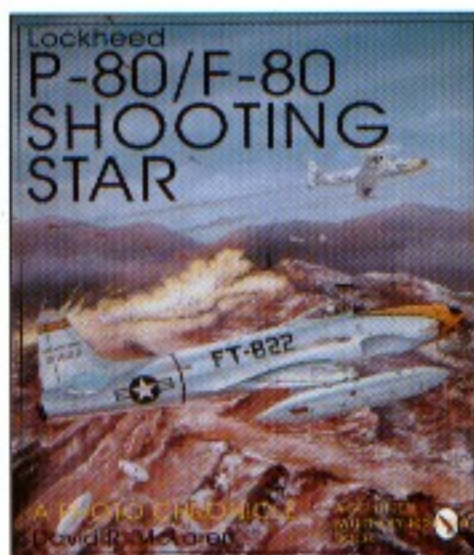
This title offers a wealth of photographic coverage, coupled with a clear and very concise narrative history.

The chapters deals with the design of the P/F-80, its initial deployment in the USA, test

airframes, deployment in Europe and the South Pacific, reconnaissance missions, USN use, aerobatic teams that flew the P/F-80, service in Alaska, the Air National Guards, the Korean War, Air Force reserve squadrons and foreign service.

As you will see the depth of coverage is complete and when this is coupled with all those B&W photos plus 32 pages of colour, it makes for a very useful title on this particular type. If you need to know anything about the P/F-80 series, this title will fulfil your needs. Highly recommended to all.

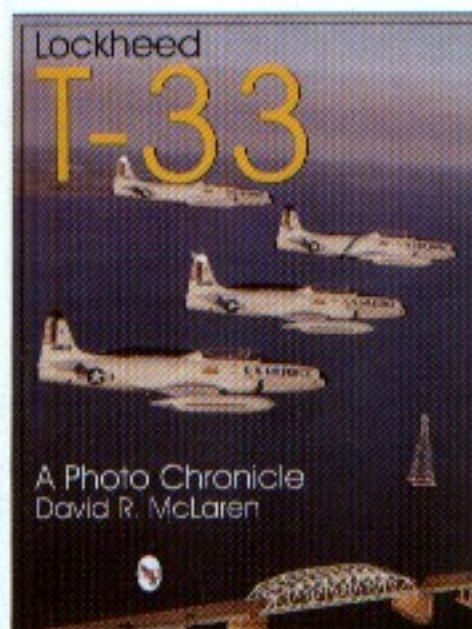
Our thanks to Bushwood Books for the review sample.



Lockheed T-33

by David R. McLaren

Price: £19.95 (\$24.95)
ISBN: 0-7643-0646-4
Publisher: Schiffer Publications
Format: 21.5cmx28cm, 128 page, laminated card cover



The second title from Schiffer is also in their 'Photo Chronicle' series and it is a follow-on from the P/F-80 coverage, so it deals with

the T-33. The narrative text is once again illustrated with a mass of period B&W and colour photos.

The text initially looks at the development of the P/F-80 into the T-33, but also gives a nice overview of the whole T-33 history with details of the F-94, T2V-1 Sea Star and Skyfox, which were all developed from the P/F-80 design. Other chapters deals with the construction of the type and includes some nice B&W cockpit photos, use in the Air Training role, foreign operators of the T-33, USAF service in the USA, Air National Guard and Air Force Reserve usage, the Far East Air Force (FEAF) and Pacific Air Force (PAF) use,



USAFE (USAF in Europe) use, a personal viewpoint on flying the T-33, other duties undertaken, civil use, preserved and displayed examples and finally a complete list of all T-33 and TV-2 aircraft built.

Once again this title offers all the information, both historical and technical, that you will need and the mass of B&W and colour photos included just add to the detail, making it 'the' title to have on this subject.

Our thanks to Bushwood Books for the review sample.

Albatros C.V

by P.M. Grosz

Price: £8.95
ISBN: 1-902207-23-8
Publisher: Albatros Productions
Format: 21cmx29.5cm, 36 page, laminated card cover

This is the latest addition to the Windsock Datafile series (No. 81) and has been written by well-known author Peter Grosz.

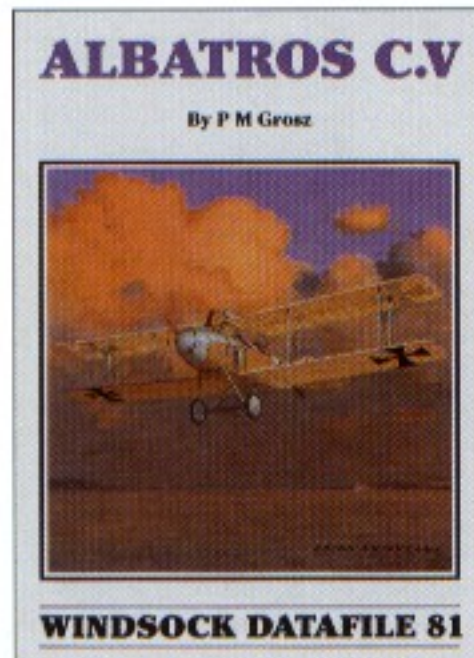
This title comes in the usual format for a Windsock Datafile and in its 36 pages you get a detailed narrative dealing with the development and service use of the type, coupled with a wealth of period B&W photographs.

As usual, there are 1/72nd and 1/48th scale plans and the final chapter takes a look at the camouflage and markings



applied to the type, as well as listing technical specifications and kits that have been produced of it.

This is another great addition to the series and one which can be highly



recommended to all WWI fans.

Our thanks to Albatros Productions for the review sample.

News

Note: All of the items below have recently been released and are listed for our readers' information. Full reviews of each will appear in a future edition.



Canav Books

The latest title from this Canadian publisher is Canada's Air Force at War & Peace Volume 1. This massive 296 page 23cmx31cm title has a hardback cover and separate full-colour dust jacket. Inside, well what can we say, this is just full of fantastic photos from WWI to the end of WWII. The title just offers so much that you have to read it to believe it, and it even includes some very interesting 'war trophy' shots by aircrew taken in Germany at the end of the war! This title is \$60.00 plus postage.

SA Colour & Markings

Volume 1 Issue 1 of this series on South African camouflage and markings has just been released. It comes in an A4 format with 36 pages and a laminated card cover. Inside there are various period photos plus modern computer generated profiles of the Mirage F1AZ and Hawker Hurricane in RSAF markings. The title is only available directly from the publisher and it is R115.00 plus P&P.



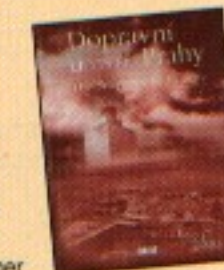
Ace Publications

The latest 'In Detail' ('Pod Lupa') title from this publisher is on the MiG-21bis 'Fishbed L/N'. It comes in an A4 format with 32 pages and a laminated card cover. Inside there is historical text (in Polish) coupled with masses of period B&W photos, scale plans and colour profiles. A short English summary is also included as well as a list of kits, accessories and decals of the type.



MBI

Not really one for the modeller, but as a follow on to their title on The Airports of Prague 1918-1946 that was published last year, this latest title deals with the Airports of Prague 1947-2000. This beautifully illustrated 21cmx28cm title has 256 pages and a hardback cover. Copies can be obtained in the UK from Czech-Six Publications for £21.00 plus £0.60 P&P.



Don Minterne

Anyone with an interest in the history of No. 73 Squadron should invest in the two volumes on the subject that Don Minterne has produced. The first volume deals with 1917 to November 1940, while the second covers the November 1940 to September 1943 period. Each title is 14cmx21cm with 316 pages and a laminated card cover. Inside each is a wealth of operational accounts coupled with unpublished photos and new colour side profiles of some of the machines operated by the squadron. You can buy these titles at £15.00 each post free or £25 for the pair. Part 3 (Sept 43 to VE Day) and 4 (May 1945 to March 1957) are in preparation now, with Part 3 due in the Autumn at £17.00. Contact the publisher/author directly for more details.



Classic Publications

The final part of the Luftwaffe Colours series is now available from Classic. This 23cmx30cm title offers 96 pages and a laminated card cover. This fourth part covers the 'Attack in the West - May 1940' and offers the excellent photographs and colour

News

profiles that we have seen in the previous three parts. If you like Luftwaffe, you had better get the series!

Istituto Bibliografico Napoleone (IBN)

The latest title from this Italian publisher is all about the Junkers Ju 87 in Italian Air Force service. The 20cmx28cm title offers 64 pages and a laminated card cover. Inside the text and photo captions are in both Italian and English and apart from the mass of period B&W photos on offer there is also a section dedicated entirely to modelling the type. The only price we currently have for this title is £30,000, and we are unsure if this title will be readily available in the UK.



Marc Arys

This author has published an excellent little title on the 20 years service of the Alpha Jet with the Belgian Air Force. This 17cmx24cm title offers 116 pages and a laminated card cover. Inside the English text covers all aspects of the types service including squadrons, camouflage and markings etc, plus a nice 'walk around' set of detail photos and diagrams of the cockpit interior etc. A real must for modellers; currently the author is looking for worldwide distributors of this title, so if anyone reading this is interested they should contact him directly at m.arys@skynet.be.



Ventura Publications

The second part of this publisher's excellent coverage of American Spitfire Camouflage and Markings is now available. This 17.5cmx24.5cm title offers 72 pages and a laminated card cover. Inside is a mass of period B&W photos coupled with new colour side profiles and a very informative narrative. A real must for all Spitfire fans.



4+ Publication

The latest title in their WWII Wings Line is all about the Hawker Tempest. This A4 format title offers 36 pages and a laminated card cover. Inside is an excellent selection of period B&W photos coupled with scale plans and lots of photographs in and around preserved examples of the Mk II and Mk V (TT.5). This is an excellent title for all Tempest fans because it is stuffed full of the kind of detail photos all modellers crave.



Squadron Signal

The latest special from Squadron deals with the 357th Fighter Group. This 21cmx28cm title offers 64 pages and a laminated card cover. Inside is a good selection of period B&W photos covering the operational history of the group, along with some of its famous pilots. As usual there is a good selection of colour profiles to illustrate the text.



Airlife

Quite a selection of new titles from this publisher this month. The first is the ninth in the Airlife's Airliner series and it is on the Airbus A320. This 21cmx29cm title offers 128 pages with a laminated card cover. It is packed with lots of

Campini-Caproni

by Gregory Alegi

Price: £TBA (£15,000)
ISBN: N/A
Publisher: La Bancarella Aeronautica
Format: 21cmx29.5cm, 24 page, laminated card cover.

This is the fifth title in the Ali D'Italia 'Mini' series and it deals with the rather unorthodox Campini-Caproni.

The text throughout the title is in both Italian and English, and the whole thing is heavily illustrated with period B&W photos. The centre pages offer 1/72nd scale plans of

the second prototype. Not many detailed photos exist of the two machines, but this book has some good shots, including some of those taken by the RAE when the first prototype was shipped to the UK in 1943, as well as some shots in the preserved No. 2 airframe that is currently in Italy.

I have always liked the Campini-Caproni and this excellent little title offers the sort of information that has not been available before and for that reason this book can be highly recommended to all Italian aircraft fans.

Our thanks to La Bancarella Aeronautica for the review sample.



This latest release in the 'In Detail' series deals with all versions of the Grumman F4F Wildcat, including the General Motors versions.

Colour content in this title has been

F4F Wildcat

by Bert Kinzey

Price: £TBA
ISBN: 1-888974-18-4
Publisher: Squadron-Signal Publications
Format: 21cmx27.5cm, 80 page, laminated card cover.

increased to sixteen pages, three of which offer colour artwork. The text deals with each version of the Wildcat, from XF4F-2 to the FM-2 as well as the French and RN (Martlet) variants.

Each section is well illustrated with period B&W photos, as well as various sets of 1/72nd scale plans.

The photographic coverage is also backed-up with both B&W and colour photos in and around preserved Wildcats in the USA.

As with all titles in the series, this latest



addition is one which can be recommended to all.

Our thanks to Squadron-Signal Publications for the review sample.

McDonnell Douglas F-4E to RF-4E Phantom II

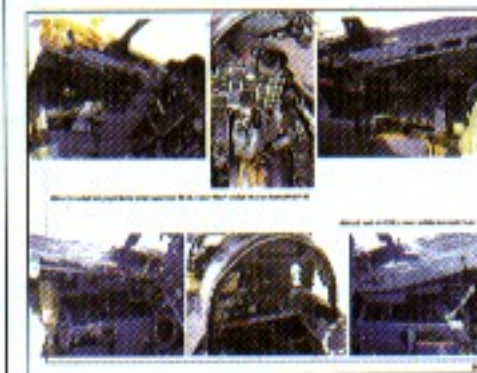
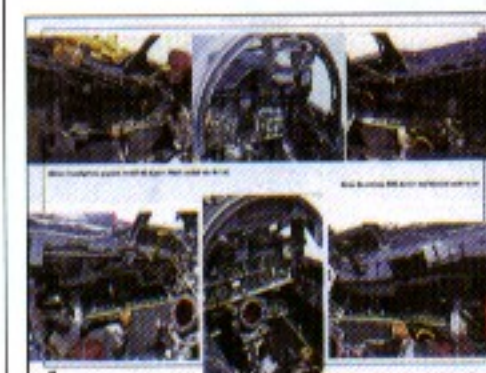
Price: £8.95
ISBN: 960-86590-2-7
Publisher: Finatex A.E. (Greece)
Format: 28cmx 21cm, 66 page, laminated card cover.

Many of you may recall the first part of this Greek publisher's coverage of the F-4 Phantom, which we reviewed last year, well now the second part is available. This 66 page title is all in Greek, but it is well illustrated with both colour and B&W photos, that include clear shots inside the cockpit area.

The story is backed up with colour artwork of a number of aircraft and although the main text is Greek, most of the photos have a brief caption in English.

The language barrier is a bit of a problem to most potential purchasers of this title, but if you like the F-4, I am sure you will find a way around it!

Our thanks to The Aviation Bookshop for the review sample.



Pe-2

Price: £8.95
ISBN: N/A
Publisher: M-Hobby (Armada Series)
Format: 28cmx21cm, 48 page, laminated card cover.

This is the second part of the coverage of the Pe-2 by this publisher (Part 1 is No. 13 in the Armada series).

In it all of the later versions of the type are covered, using a mass of period B&W photos as well as 1/72nd scale plans. T

The entire text of this title, except the very brief summary at the start and each photo caption which is in English, is in Russian. This does tend to restrict the usefulness of the technical data offered by the title, but the English-captioned photos and all those plans still make it of great use to the modeller.



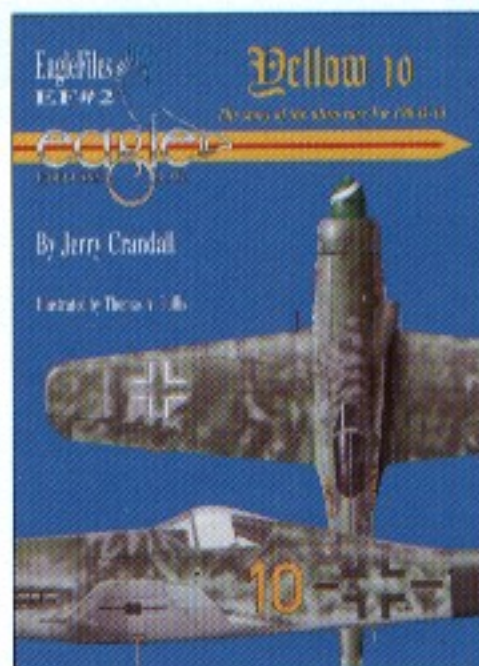
With the release of both 1/72nd (Zlinek) and 1/48th (MPM) scale kits of this type recently, we can recommend this book to all

those making any of these kits, or to Russian aircraft fans in general. Our thanks to The Aviation Bookshop for the review sample.

'Yellow 10'

Price: ETBA (\$30.00)
ISBN: 0-9660706-3-1
Publisher: Eagle Editions
Format: 21.5cmx 28cm, 88 page, laminated card cover.

This latest title from Eagle Editions takes a very detailed look at a very special Fw 190, namely the Fw 190D-13 currently displayed at the Chaplin Fighter Museum in the USA. The text details the whole story of this unusual aircraft and includes lots of shots of it after capture and in its various stages of deterioration during the 1950s and 60s. The



restoration of this machine and its subsequent display at the Chaplin Fighter Museum are both well covered and the various diagrams included within the title include all the details relating to the type's original camouflage and markings. The title also takes a brief look, in a similar style, at the Bf 109G-10/U4 'Black 2' that was found at Neubiberg and is now on display at the USAF Museum at Dayton, Ohio.

For the modeller this title offers a wealth of information both on the type's construction and camouflage and markings, while for the Luftwaffe fan it is full of great photos, useful technical data and drawings. This is certainly one that can be most highly recommended to all Luftwaffe fans.

Our thanks to Eagle Editions for the review sample.

XF-85 Goblin

by Steve Muth

Price: \$7.95
ISBN: 1-930432-01-1
Publisher: Peregrine Publications
Format: 22cmx28cm, 12 pages, laminated card cover.

This is the second title in this publishers 'Photo Essay' series, and the first in their USAF selection. As with the previous title (which dealt with the Corsair), this one offers twelve colour pages of detailed photos inside and out of the subject aircraft. In this case the subject is the McDonnell XF-85 Goblin parasite fighter, which is displayed at the USAF Museum, Dayton, Ohio. Most of the photos are of the cockpit interior, although the skyhook, transporting trolley and flying surfaces are all dealt with. The photos are large and clear, with no more than three per page. With just thirty-six photos in total, the coverage is not 'extensive', but if you have either the MPM (1/72nd) or Special Hobby (1/48th) scale kits to build, this title is a real must.

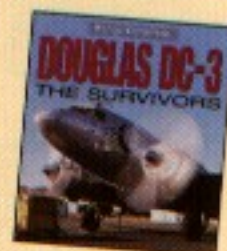
Our thanks to Peregrine Publications for the review sample.



News



colour photos of the type, along with technical data and a brief narrative on the history and development of it. The UK price for this title is £16.95.

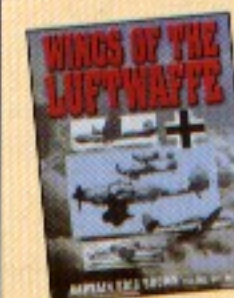
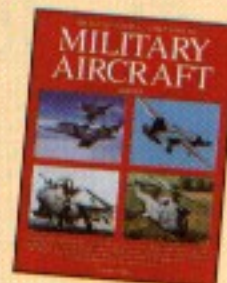


Next is Douglas DC-3 - The Survivors by Kengo Yamamoto. This title is in a 23cmx27cm format with 128 pages and a laminated card cover. Inside is a wealth of high quality colour photos of the world's surviving DC-3 and it retails for £18.95.



Also available are the third and fourth in the AirlinerTech series and these deal with the Airbus A340 and Douglas DC-6/7 respectively. They both come in a 21cmx28cm format with 100 pages and a laminated card cover. Inside there is the usual historical, technical and variants sections and these are all well illustrated with period B&W photos. Each title is £11.95 in the UK.

The fifth new title from Airlife this month is The International Directory of Military Aircraft 2000/2001. This 21cmx28cm title has 194 pages and a laminated card cover. Inside are lists, with technical data, for 310 current aircraft and helicopter types. All the technical information you will need to know, coupled with a potted history of each type make this an ideal 'quick reference' book. The UK price is £16.95.



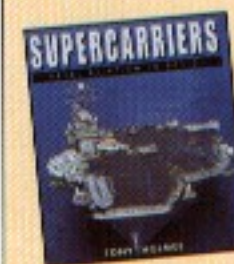
The final item from Airlife this month is a reissue, albeit in paperback, of a very popular title. Wings of the Luftwaffe by Capt Eric Brown CBE, DSC, AFC, RN has been around a number of times in the past, but if you missed it before, now is your chance to get a copy of this very interesting and useful title.

The UK price for this softback edition is £14.95.

Osprey

Four new titles from Osprey this month. The first is the third title in the Osprey Frontline Colour series and it deals with the F-84 Thunderjet Units over Korea. It is in a 21cmx24cm format with 128 pages and a laminated card cover. As the series title states, inside is a mass of period colour photos of F-84s in action in Korea and at £13.99 it is a real 'must' for all early jet fans.

Also available is Supercarriers - Naval Aviation in Action by Tony Holmes. This book is also in a 21cmx24cm format with 144 pages and a laminated card cover. Inside is a huge collection of colour photos of the various aircraft and helicopters that operate on the USN carriers. Each chapter covers a different type, such as the F-14, F/A-18 and EA-6 Prowler along with the AEW and COD aircraft and various helicopters. This book is



News



an ideal source for 'weathering' notes on these machines and at £16.99 is well worth adding to your collection.

The third new title from Osprey is the seventeenth in their very popular Combat Aircraft series and it deals with the Ju 88 Kampfgeschwader on the

Western Front. This title comes in an 18cmx25cm format with 96 pages and a laminated card cover. Inside there is the usual narrative history coupled with period photos and ten pages of colour side profiles in the centre. The UK price is £11.99 and this is one I am sure you will want to add to your collection if you already have any of the other titles in the series. The final title from Osprey this month is in the Aviation Pioneers series and it deals with German and Austrian Aviation of World War One. This title is also in an 18cmx25cm format with 96 pages and a laminated card cover.

The contents are a combination of technical directory and photo reference, insofar as each chapter deals with a specific role, then looks at each aircraft involved within that role. The UK price for this title is £9.99 and it makes a very useful reference point for this particular subject.



Battle of Britain The Photographic Kaleidoscope

by Dilip Sarkar

Price: £19.95

ISBN: 0-95198327-7-X

Publisher: Ramrod Publications

Format: 24cmx17cm, 210 page, hardback cover with separate dust jacket.

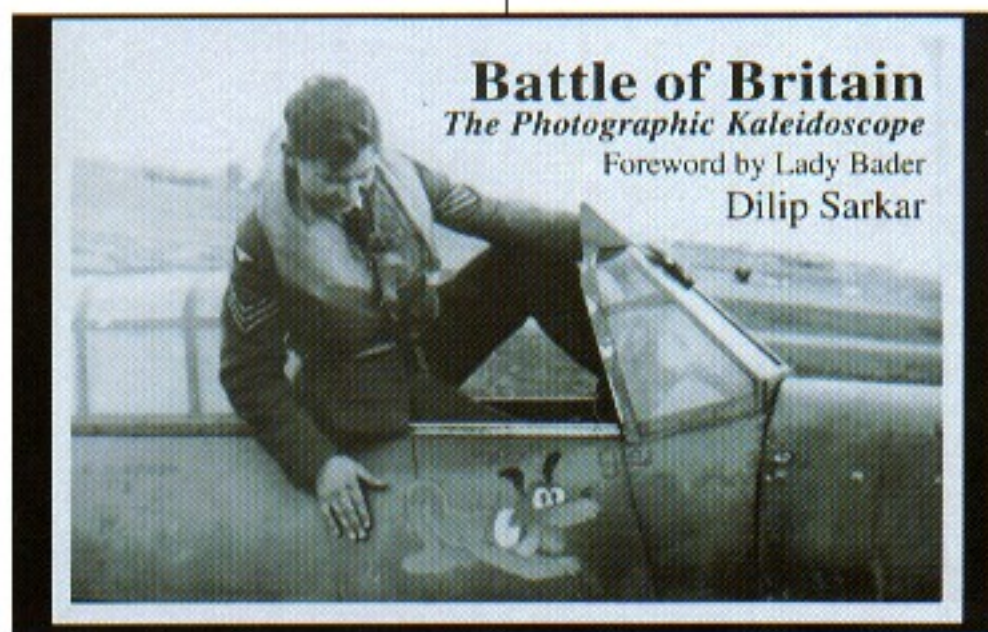
This may be a new publisher to many of you, but be warned that this new title is just the sort of thing modellers are always looking for. The author has compiled a huge collection of B&W period photos in this book, many of which are from private collections and have never been seen before. The text is limited to captions, albeit extended in many cases, to go along with each large B&W photo on each page. Many of these depict the men involved in The Battle of Britain, but there are also a large number of shots of the aircraft involved. There is much reminiscing in this book, with many shots of excavations of crashed aircraft and group shots of the people from this conflict

seen at recent reunions etc, but the bulk of this title is a huge selection of interesting and unusual photos. If I have a down side to report it is the author's insistence on harping on about his previous books, there is not one

page where he does not include in a caption the expression 'during the signing of my eighth book', '... on the occasion of my twelfth book', etc etc. This gets a bit tedious after a while, but if you can edit those bits out as you read, you will find the rest of the captions very informative.

As I said at the start, a 'must' for all fans of the RAF, WWII or just the BofB - superb!

My thanks to Ramrod Publications for the review sample.



The RFC/RNAS Handbook 1914-18

by Peter G. Cooksley

Price: £19.99 (\$36.00)

ISBN: 0-7509-2169-2

Publisher: Sutton Publishing

Format: 20cmx27cm, 210 page, hardback with a separate dust jacket.

This latest title from Sutton Publishing is offered in this 'handbook' style to give the reader a good insight into the subject matter, without claiming to be a definitive guide. Peter Cooksley has compiled the contents in such a manner as to be easy to read and well defined. Each chapter deals with a specific subject, dealt with in chronological order and well illustrated

with period B&W photos.

The first chapter sets the scene with a look at the origins of the RFC/RNAS with balloon operations and the use of the Cody kite in the observation role. The effect of WWI on the development and evolution of both men and machines is covered in the next chapter, with a look at lighter than air craft in the next. Airship operations are next, followed by a detailed look at the fixed-wing aircraft operated by both services during the 1914-1918 period. The next chapters deal with the men and machines and this is followed by a brief look at some significant events that occurred during WWI relating to the RFC

and RNAS.

Development of such elements as aerial photography and wireless are dealt with next, followed by a look at the events in the Middle East after WWI and the role of women in the service at that time. As I said at the start, not definitive but a very useful guide to the whole subject of the RFC and RNAS. If you are getting into WWI as a subject I would recommend this title to you, and for those of you already well ensconced in the subject, give it a look, you may want to add it to your library.

Our thanks to Sutton Publishing for the review sample.



Mirage III The Mirage IIIB/BE & C in the Armée de l'Air

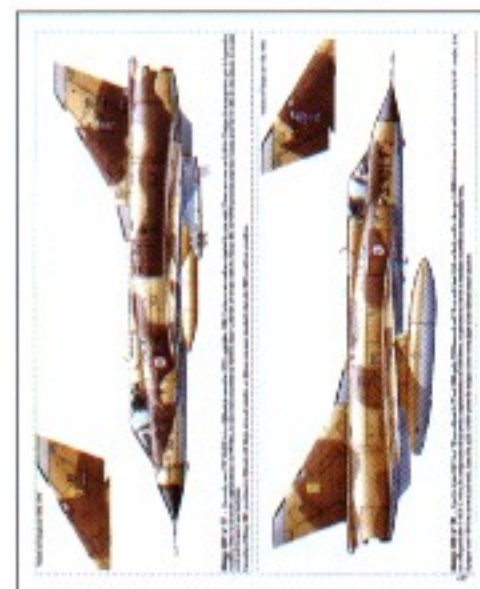
by B. Chenel, E. Moreau & P. Audouin

Price: 495FF (54FF P&P)

ISBN: 2-912749-02-6

Publisher: DTU Sarl (France)

Format: 22cmx30.5cm, 464 page, hardback cover.



Truly definitive guides to any subject are rare but this new title from DTU gets about as close as you can to being a 'definitive' guide of the Mirage III. As the title suggests this book deals with the B/BE and C variants of the Mirage whilst in service with the Armée de l'Air, and although all the main text is in French, the photos captions are in English as well.

It is extremely difficult to condense the contents of this title into the next few lines, but basically it starts with an overview of the design, development and operational deployment of the Mirage III and then goes on to dedicate a single chapter to each of the squadrons that have

operated the type. Each of these chapters is heavily illustrated with colour and B&W period photos, diagrams from the flight manuals, drawings and three-view plans, colour artwork and full colour versions of each squadrons badge.

The final section deals with each user of each version and gives details of the squadron codes and bases from where they operated.

What can you say - superb. The fact that most of the content is in French seems to do little to detract from the wealth of information to be gleaned from the photos, diagrams and colour artwork, so brush up on your French if you like the Mirage III, because you will be kicking yourself if you miss this one. Saying that, DTU advise us that this title will only be available once, as they do not intend to reprint it - go get one!



Our thanks to DTU Sarl for the review sample.

Straight Down!

by Peter C. Smith

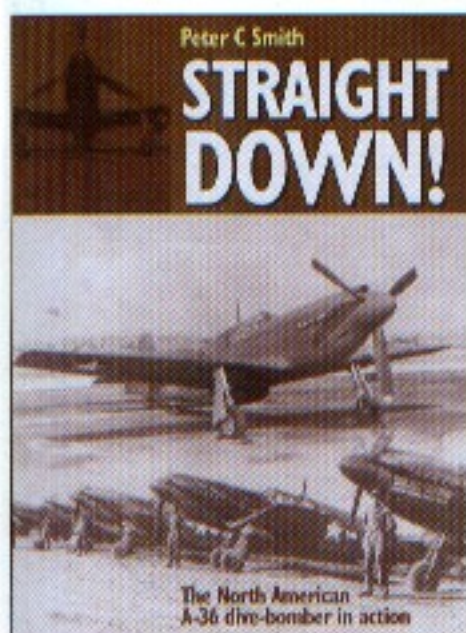
Price: £19.95 (\$34.95)

ISBN: 0-947554-73-4

Publisher: Crécy Publishing

Format: 19.5cmx25cm, 258 pages, hardback cover with separate dust jacket.

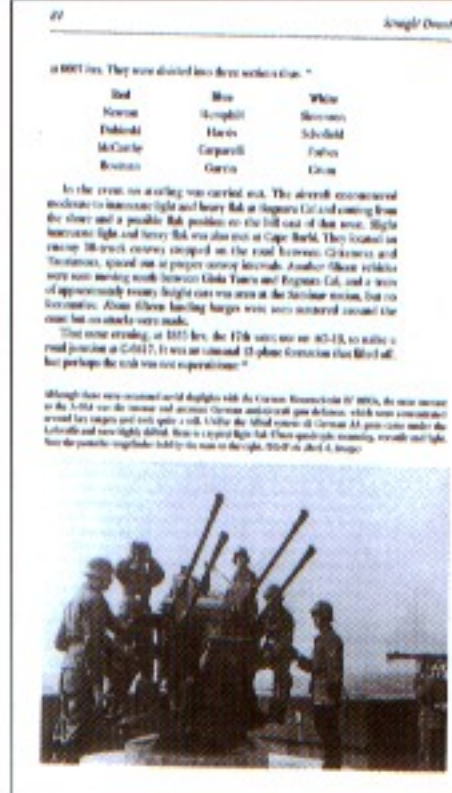
Many of you will have come across the work of Peter C. Smith before, and I am sure that many of you will also know that he seems to have an affinity with aircraft



used in the ground-attack and dive-bombing roles.

This latest title deals with one of the latter types in the form of the N.A. A-36 Apache. Although the type's use in the role was very limited, the author has compiled a book that is a combination of historical overview and personal account.

All aspects of the type's use by the USAAF are covered, with insights from the men who flew them in combat.



Tactics, development and operational deployment, all the theatres that the type operated in and even details of the two remaining survivors are covered in the title's twelve chapters.

Each chapter is well illustrated with period B&W photos of the A-36 in action, many of which are being seen for the first time.

A fascinating story of an unusual



aircraft. It is nice to have the crews' views of the type as well as a purely historical viewpoint and this coupled with the photos make it an ideal book for anyone interested in USAAF operations during WWII.

Our thanks to Crécy Publishing for the review sample. UK modellers can obtain this title from selected outlets or directly from Crécy by adding £1.50 P&P.

The Osprey Encyclopedia of Russian Aircraft

Now, have you ever had one of those titles that becomes a single reference source for all your queries about certain aircraft, well this latest one from Osprey is just that for all things Russian.

The sheer size of this title will impress you before you even open the first page, but inside you will find entries for every Russian design. The title is broken down into a list by manufacturer, in alphabetic

order. Each manufacturer has a heading, in which there is a brief history of the firm and then sub-headings listing all their designs in date order.

The book is lavishly illustrated with over 800 B&W photos and this is backed up with some line drawings and three-view plans. Technical data and specifications, coupled with a little history

by Bill Gunston

Price: £30.00 (\$49.95)

ISBN: 1-84176-096-X

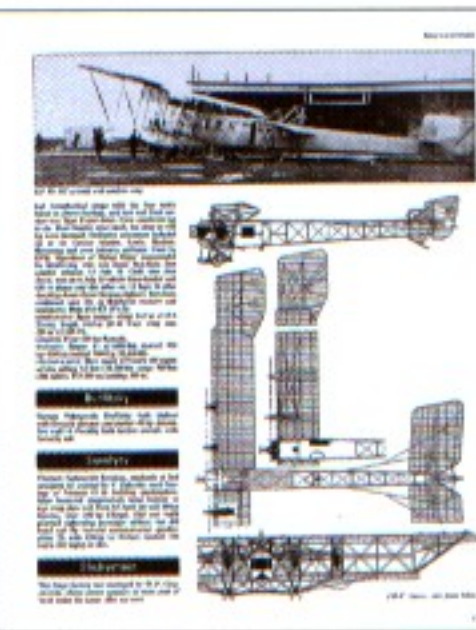
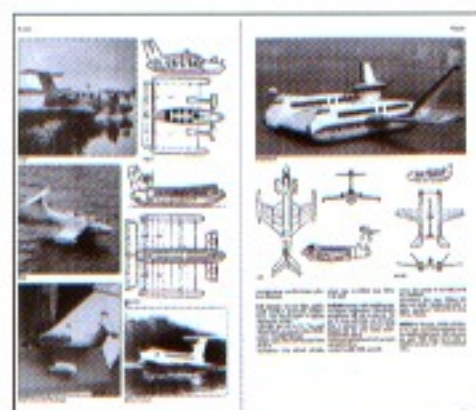
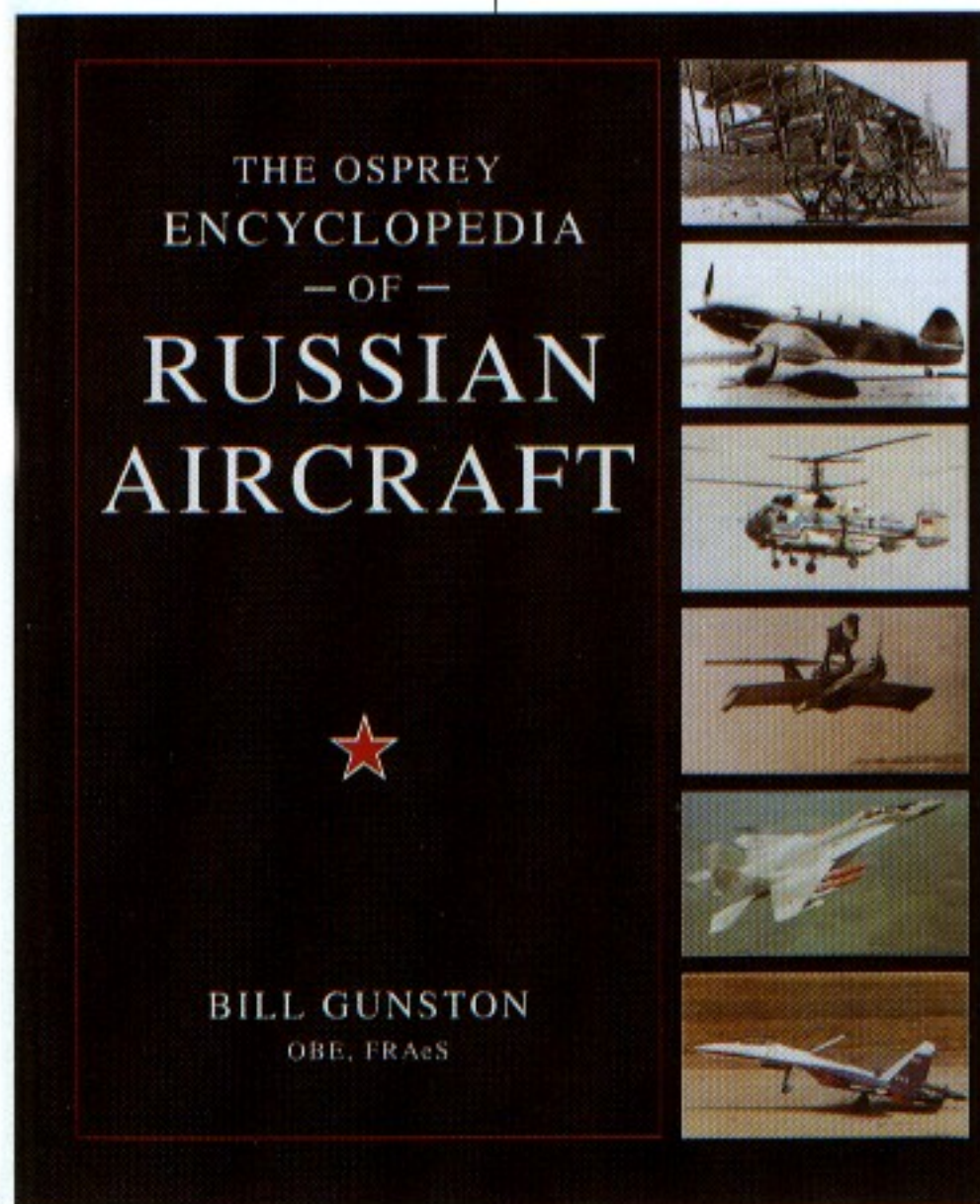
Publisher: Osprey Publishing

Format: 22cmx27cm, 560 page, laminated card cover.

for each design means that there will be few Russian aircraft types that you will not be able to check via this book. It is no wonder it is called an encyclopedia, it certainly deserves the name.

Definitely one for all Russian aircraft fans, and with the wealth of somewhat obscure Russian types currently being released in kit form, this encyclopedia will be extremely useful in ensuring you have not oversanded the wings!

Our thanks to Osprey Publishing for the review sample.



Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- **IPMS (UK) WEB** site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS SOCIETY**. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.
- **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **IPMS Avon**. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).
- **AVRO LANCASHIRE IPMS**. Contact Ian. D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood.freemove.co.uk>
- **BIRMINGHAM IPMS**. For more details call 0121 550 0515.
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 0181 449 7854.

Advertisers' Index

Ad Grafica	590
Aeromaster	664, 620-621
Air Connection	590
AstroModel	617
Arizona Model Aircrafts	633
Avia Imports	606-607
Aviation Hobbyshop	587
Bare Metal Foil	633
Beaneys	618
Blue Rider	618
Classic Airframes	582
Cobra	632
Collectaire	590
Copperstate	595
Czech Master Kits	618
Czech6 Publications	632
Dutch Decal	632
Fantasy Printshop	618
E Hobbies	646-647
Eagle Strike	652
Ed Models	652
Eduard	589
Hannants	595
Intermodel	632
IPMS Show	663
Kestrel Publishing	595
Keystone Military Models	632
KingKit	618
Kittyhawk Models	632
LSA Models	611
Magna Models	618
Matador Models	632
Meteor Productions	599
Midland Counties	603
Model Design Construction	633
Modellers Data File	641
MotorBooks	654
MR & MEs	590
MPM	618
Osprey	614
Parade Models	618
Pocketbond	613
Pegasus	617
Pronto Models	595
Revell	601
Rolls Models	625
SAM Subscription	640
Sental	633
TallyHo	632
Wonderland	614

- **UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM** meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.
- **IPMS BOLTON** For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.
- **BRAMPTON SCALE MODEL CLUB** (Incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **CHELMSFORD MODEL CLUB**. Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS**. Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY**. For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthebean Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **IPMS DERBY & DISTRICT**. New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **IPMS-Deutschland e.V.** Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS ESSEX/HARLOW**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **ESSEX SCALE MODEL SOCIETY** (Incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** Journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Mr B. Pickering 01775 710465.
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- **GRANTHAM MODEL CLUB**. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Roger on 020 89976051 for more details.
- **HOBBY DEPOT MODEL CLUB**. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

- **IPMS HORNCHURCH**. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 0181 594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Pettis Wood, Kent. BR5 1QY. Tel: 01689 822669.
- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>
- **IPMS SOUTH AFRICA**. For further details contact Colin Burgess on 011 462 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **IPMS UK Fleet Air Arm Special Interest Group**. For more details contact Steve Hubbard on 0208 514 3840.
- **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Mikišev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modeljart@ptt.yu
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533360.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY**. For more information ring Fred Tooke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB**. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORWICH SCALE MODEL GROUP**. For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB**. For details ring Jim Sylvester on 01733 571728.
- **THE PENSNETT MODEL MAKERS SOCIETY**. For more details contact John Boucker on 01384 834437.
- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Brühl, Germany or Email: nc-winkler@netcologne.de

- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
 - **POOLE VIKINGS MODEL CLUB** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
 - **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB**. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856
 - **SALISBURY IPMS**. Please contact: Peter James, "Lithorian", 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.
 - **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.
 - **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.
 - **SOUTH LONDON SCALE MODEL CLUB**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
 - **ST. EDMUNDSBURY SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
 - **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire. DE12. Tel: 01283 713602.
 - **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.
 - **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
 - **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
 - **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**. For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.
 - **TAYSIDE MODELLING SOCIETY**. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).
 - **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
 - **WALLINGFORD (IPMS)**. For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WALLINGTON (IPMS)**. Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WARRINGTON (IPMS)**. For details contact Dave Foxall on 01925 825619.
 - **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
 - **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.
 - **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.
- Special Interest Groups (SIGs)**
- **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>
 - **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.
 - **SIGPMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidem@mail.telepac.pt
 - **YU AVIATION SIG**. Please note that this group's Email address has changed from modeljart@ptt.yu to yasig@eunet.yu. The group also has a new postal address: Nenad Mikišev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.
 - **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.
 - **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **August 12th.** The 2000 'Virginia Shootout', Salem Civic Center, Salem, VA. For more information contact Jeff Hinchey (540)989 7723 or Email JHinchey@aol.com.
- **August 12th-13th.** Bourne Mouth Model Spectacular, The Pavilion, Westover Road, Bourne Mouth, Hants. Contact John Bothamley (01202) 527723 or Email bisp@balloon-arcade.co.uk
- **August 18th-19th.** IPMS Regional Model Contest and Swap Meet, Holiday Inn, Mesa, Arizona, USA. For more information contact Dick Christ, Tel: 480 983 7131 or Email dickc24@aol.com or Jim Frey, Tel: 623 975 9585 or Email jamescorinnefry@msn.com.
- **August 20th.** IPMS Avon 11th Annual Model Show, Yate Leisure Centre, Kennedy Way, Yate, Nr Bristol, South Gloucestershire. Contact Richard Reynolds, 3 Roman Way, Chippenham, Wiltshire SN15 3JT. Tel: 01249 658 5222 or Email: thephreak@dtm.nrl.com
- **August 21st-22nd.** Hong Kong Open Modelling Competition, YMCA International House, Kowloon, Hong Kong. For more details visit the club's website at <http://members.hknet.com/~hkssmv/>.
- **September 2nd.** Birmingham Aircraft Enthusiasts Fair, National Motorcycle Museum, Bickenhill, Birmingham. Contact C. McQuaide 01543 250369 or Email speedbird707@aol.com.
- **September 3rd.** Aero Space & Vehicle Club Model Show, The Community Centre, Church Road, Wombourne, Nr. Wolverhampton, West Midlands. Contact J. Van Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS.
- **September 3rd.** IPMS Bampton Annual Show, The Priory Centre, St Neots, Cambridge (New Venue). Contact Sam Bratby 01487 830689.
- **September 9th.** IPMS Cleveland Model Show, Priory Social Club, Marton Road, Middlesbrough. Contact Mike Burns, 49

Runswick Avenue, Acklam, Middlesbrough, Cleveland TS5 8HY.

- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact Peter Haywood on (01899) 578074 or Email p_haywood@madasafish.com.
- **September 10th.** Sunderland Scale Model Club, 10th Annual Model Extravaganza at the Nissan Social Club & Sports Centre, Washington, Tyne and Wear, Nr. Sunderland. For more details contact Tom Walton on 0191 5656512 or Dave Dykes on 0191 5487777.
- **September 16th.** 2nd Annual Kalamazoo Air Zoo International Model Contest and Swap Meet. For more information contact Martin Schultz, 6224 Hampton Street, Portage, MI49024-2528. Tel 616 382 6555, Email martin_schultz@attglobal.net.
- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.
- **September 17th.** Wings and Things 2000, Spalding Grammar School, Contact Mr Bill Pickering on 01775 710465.
- **September 17th.** IPMS Fenland & Spalding Model Club Model Show 'Wings and Things 2000', Spalding Grammar School. For more details contact Bill Pickering Tel: 01775 710465.
- **September 23rd.** Svasmcon 2000, 18th Annual Contest, PA National Guard Armory, 740 North Hermitage Road, Hermitage, PA. Contact Tim Reher, 4131 Wynnwood Drive, Sharpsville, PA 16150, USA. Tel: (724) 962 2879. Email: timrace@infoonline.net.
- **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Dr R.M. Wallsgrove, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126.
- **September 24th.** Bolton Model Bonanza *Note this event has been postponed due to unavailability of the venue*
- **September 24th.** Cape Cod Scale Modelers Association 9th Annual Model Show and Contest Hyannis Elks Lodge, 852 Bearse Way, Hyannis, MA, USA. For information call Ron (508) 394-5513 or e-mail Richard at meingo@capecod.net
- **September 30th & October 1st.** Le Maquettes Club Des Mauges. 'Mauges Expo 2000'. Contact Le Maquettes Club Des Mauges, Centre Social du Verger, 7, rue du Bois Rérier, 49300 Cholet, France.
- **October 1st.** IPMS Wallingford Model Show at Chelsey School. Contact George Clark (01491) 201902 or Steve Lovelock (01235) 817948.

- **October 1st.** Mega-city Model Motor Madness, Scarborough Village Recreation centre, 3600 Kingston Road, Toronto, Ontario, Canada. For more details contact ask@interlog.com (Alex) or rdevans@sympatico.ca (Dave). Tel: (416) 229 2422 (Alex) or (416) 752 8019 (Dave).
- **October 1st.** IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000', The Grandstand, Southwell Racecourse, Southwell, Nottinghamshire. Contact Ian Crawford, 51 Richmond Road, 36 Ver Road, Lincoln LN1 1LH. Tel: 01522 533380 or Email ircrawford@tesco.net.
- **October 7th.** Glasgow Open Model Show and Competition, Glasgow College of Nautical Studies, Thistle Street, Glasgow. For more details contact Geoff Crow (01560 484578), Billy McCunnie (0141 778 5854) or Jim Thomson (01501 763478).
- **October 7th.** The 3rd annual West Florida Model Expo, Washington High School, 600 College Parkway, Pensacola, Florida. For more information Contact Jim Scott Tel: 850 432 8413 (Email JSOTTGTP@aol.com) or John Struk Tel: 850 968 6008 (Email johnmodels@hotmail.com).
- **October 8th.** The 8th bi-ennial Model Gala, presented by No. 2403 (Aldermaston) Sqn., ATC at The Hurst School, Tadley, Nr Basingstoke, Hants. For more details contact Keith Searle on 01189 812254.
- **October 8th.** International Model Exhibition, Halton Airfield, Nr Aylesbury/Tring. For more details contact E. Brooks Tel: 01628 475381.
- **October 9th & 10th.** Maquettexpo 2000 at Hyeres near Toulon (French Riviera). Contact Bertrand Deleest, Email: amv83kit@pacwan.fr.
- **October 21st & 22nd.** IPMS (UK) Modelworld 2000, Telford Exhibition Centre, Telford, Shropshire. For more details contact Nick Allen, Email: nick@ipmsuk.globalnet.co.uk
- **October 29th.** Leicester Model Show, Aylestone Leisure Centre, Leicester. For more information contact Vac Jansons Tel: 0116 210 7640 (Leics).
- **November 25th.** IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon. For more information contact Tony Clements Tel: 01235 522893 (Oxon).
- **January 14th.** Bolton Model Bonanza, Ridgmont House, Horwich, Bolton. For more information contact Dave on 01204 695375 or Email ipms.bolton@talk21.com.

Events Diary at a glance

- 2000
- August 12th.** ■ The 2000 'Virginia Shootout', Salem, VA (USA).
- August 12th-13th.** ■ Bourne Mouth Model Spectacular.
- August 18th-19th.** ■ IPMS Regional Model Contest & Swap Meet, Mesa Arizona.
- August 20th.** ■ IPMS Avon 11th Annual Model Show (Yate)
- **New Venue**
- August 21st-22nd.** ■ Hong Kong Open Modelling Competition, Kowloon.
- September 2nd.** ■ Birmingham Aircraft Enthusiasts Fair.
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- **New Venue**
- September 9th.** ■ IPMS Cleveland. September 10th. Sutton Coldfield Model Makers' Society Model Spectacular 2000.
- September 10th.** ■ Sutton Coldfield
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- September 16th.** ■ 2nd Annual Kalamazoo Air Zoo International Model Contest & Swap Meet (USA).
- September 17th.** ■ Modelfest 2000 Model Show, IPMS Farnborough, Hants.
- September 17th.** ■ IPMS fenland & Spalding Model Club Show.
- September 23rd.** ■ Svasmcon 2000, Hermitage, PA (USA).
- September 24th.** ■ Chiltern Scale Model Show (Herts).
- September 24th.** ■ Bolton Model Bonanza ***Postponed***
- September 24th.** ■ Cape Cod Scale Modelers Association, Hyannis, MA, USA
- September 30th & October 1st.** ■ 'Mauges Expo 2000' (France).
- October 1st.** ■ IPMS Wallingford Model Show.
- October 1st.** ■ Mega-city Model Motor Madness, Toronto, Canada.
- October 1st.** ■ IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000'.
- October 7th.** ■ Glasgow Open Model Show & Competition.
- October 7th.** ■ West Florida Model Expo 2000 (USA).
- October 8th.** ■ Model Gala, 2403 (Aldermaston) Sqn. ATC.
- October 8th.** ■ International Model Exhibition, Halton Airfield.
- October 9th & 10th.** ■ Maquettexpo 2000 (France).
- October 21st & 22nd.** ■ IPMS (UK) Modelworld 2000, Telford.
- October 29th.** ■ Leicester Model Show.
- November 25th.** ■ Abingdon Model Show.
- 2001
- January 14th.** ■ Bolton Model Bonanza
- IPMS (UK) Recorded Events Information Line +44 (0)1332 776 776

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to: **Readers Classified SCALE AVIATION MODELLER International 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford MK41 7PZ** Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SCALE Publications' DMZee Marketing cannot be liable for any errors and/or omissions. No confirmation of receipt will be given for adverts (inc. Email & Fax).

Classified

For Sale

- Solid scale aircraft models (completed) 1/36th and 1/72nd scales. 1930s and 1940s military types. SAE for list from Mr P. Fox, 23 Sandford Road, Weston-Super-Mare, North Somerset. BS23 3EX.
- Kits for sale: Frog 1/72nd F4U-6 Corsair (£2.00). Heller 1/144th Breitling Orbiter 3 *Plus Pack* (£10.00). Hobbyscraft 1/72nd C-45G/H Expeditor (£7.00). Italeri 1/72nd Ju-52 Minesweeper (£10.00). Fiat BR.20M (£10.00). Junkers Ju 86D (£10.00). LS 1/72nd Mitsubishi Ki-46II Trainer (£10.00). Ki-67 Peggy (£12.00). All prices inc UK P&P. Contact the Editor via the editorial address or Email SAMed@compuserve.com.
- Craftworks 1/32nd mixed-media kits of Macchi C.200 (x3). 200.00 inc plus 40.00 postage each. Contact M. Marsan Fax: 0039 771 549240.
- Tamiya 1/350th USS Enterprise, E80. Unbuilt and at 1/2 UK price. Price includes insured UK postage. Contact Stuart on 01592 771951 (PM only) (Fife).
- Revell 1/32nd F4U-1D Corsair, AMT/Ertl 1/48th A-20B/C with Eduard g/b sets for interior and control surfaces, Italeri 1/72nd Do 217N, DokoPlast 1/72nd II-2 single seater. £25.00 the lot or will split. Contact Mark Peacock on 01234 216016 (weekdays), 01234 217487 (evenings) or Email mark_pe@dmzee.co.uk (after 6th August please)
- Collection of 1/72nd scale un-made kits, aftermarket accessories and decals. Mostly 1960s

- to 1990s subjects. Changing to 1/48th scale. Write, phone, fax or Email for list to D.W. McCarthy, 12 St. Johns Close, Plymouth, Devon. PL6 8BR. Tel/Fax: 01752 701383 Email dave.mcc@clara.co.uk
- Limited edition print 'Breakout' by Ivan Berryman (#156/600), unframed, carefully stored. Sensible offers. Also Airplane Aviation Encyclopedia Issues 1-9, 11-16, 18-23, 25-29, 31-39. Offers for lot only, buyer pays postage. Contact P. Taylor Email: vystonetaylor@cs.com.
- Wanted**
- Airmodel 1/48th scale resin kit of Phönix J.1 (AM48-05), also any CzechMaster 1/48th scale WWI kits. Contact Todd Hayes, Email ta_hayes@hotmail.com.
- Contrail Southampton kit, £50. Good prices also paid for other rare Contrail kits. Tel 01628 825178.
- Replic magazines Nos 7, 9, 12, 21, 41, 43, 58 & 59. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.
- Has anyone any spare red-white-red Turkish roundels and black outlined fuselage codes in 1/72nd scale. Contact Marco Zanab, Via Gasparini 11/1, 24125-Bergamo, Italy.
- Information**
- DHC Chipmunk scale plans, Air Publications, also information on stencils and their placement on RAF aircraft. Any other information gratefully received. Contact Chris Royston, 208 Shawfield Road, Ash, Aldershot, Hants. GU12 6SQ.

Help!

- Has anyone got a copy of 'Mosquito Monograph' that was privately published in Australia in 1982. If so, I would like to obtain a copy. Any leads gratefully received. Also any info and photos on the 'Ultravision' B-29 modifications of the late 1940s. Any information gratefully received. Contact the Editor at the editorial address or Email SAMed@compuserve.com.
- Pen Pals**
- Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whittemere Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.
- Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *ppt file. Contact Libor Maly, Cernohoreskeho 741, 288 02 Nymburk, Czech Republic. Email: galler@ceb.cz.

Please Note...

All submissions to the Readers Classified section MUST be typed. We will no longer entertain any hand-written submissions. We regret having to insist on this, but a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

Address List

Address List

Note: Please refer to the individual review to identify the UK importer or distributor of each range. See advertisements in this and previous editions in regard to model shops and mail order establishments listed in reviews.

● **Academy Plastic Model Co., Ltd.**, 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
Tel: 82-2-908-7000
Fax: 82-2-997-3003
UK Importer: Toyway

● **Aires Hobby Models**
Cepirohy 115, 434 01
Most 1, Czech Republic.

● **Airfix**
Marfleet, Hull,
North Humberside. HU9 5NE
Tel: 01482 701191
Fax: 01482 712908

● **Airlife Publishing Ltd**
101 Longden Road,
Shrewsbury, Shropshire,
SY3 9EB
Tel: 01743 235651
Fax: 01743 232944

● **Airwaves**
See ED Models

● **Albatros Productions Ltd**
10, Long View,
Berkhamstead,
Herts. HP4 1BY
Tel: 01442 875838
Fax: 01442 876018

● **Amerang Ltd**
Commerce Way, Lancing,
West Sussex. BN15 8TE
Tel: 01903 765496
Fax: 01903 765178

● **AML**
Ke Studánce 1048,
735 14, Orlová-Lutyne,
Czech Republic
Tel: ++420 69 6514487

● **AMT/Ertl**
The Ertl Company Inc.,
Dyersville,
Iowa 52040-0500, USA.
UK Distributor: Amerang Ltd

● **The Aviation Bookshop**
656 Holloway Road,
London. N19 3PD
Tel: 0171 272 3630
Fax: 0117 272 9761

● **The Aviation Hobby Shop**
4, Horton Parade, Horton Rd.,
West Drayton, Middlesex.
UB7 8EA
Tel: 01895 442123
Fax: 01895 421412

● **Brookhurst Hobbies**
12188 Brookhurst St,
Garden Grove, CA 92640, USA.
Tel: (714) 636 3580.
Fax: (714) 636 9150
Email: Brookhobby@aol.com

● **Broplan**
ul. Pilotów 10G/33,
80-460 Gdansk, Poland.
Fax: 048 58 5565919
UK Source: Aeroclub & Andy Pack

● **Bushwood Books**
6, Marksbury Avenue,
Kew Gardens, Surrey.
TW9 4JF
Tel: 0181 392 8505
Fax: 0181 392 9876
Email: bushwd@aol.com

● **Canav Books**
51 Balsam Avenue,
Toronto, Canada.
M4E 3B6
Tel: (416) 698 7559
Fax: (416) 693 4344

● **Choroszy Model-Bud**
32-070 Kraków
Czernichow 371, Poland.
Tel: 4812 47 09 94

● **Classic Publications**
Friars Gate Farm,
Mardens Hill,
Crowborough, East Sussex.
TN6 1XH
Tel: 01862 610490
Fax: 01862 610842

● **CMK Ltd**
Magistru 18,
140 00 Praha 4,
Czech Republic

● **Crécy Publishing**
Unit 1a, Ringway Trading
Estate, Shadowmoss Road,
Wythenshawe,
Manchester. M22 5LH
Tel: 0161 499 0024
Fax: 0161 499 0298
Email: books@airplan.u-net.com

● **Custom Aeronautical**
Miniatures
See Brookhurst Hobbies

● **Cutting Edge Modelworks**
See Meteor Productions

● **Czech-Six Publications**
48 Station Road, Stoke
D'Arbernow,
Cobham, Surrey.
KT11 3BN
Tel: 01932 866426
Fax: 01932 867099

● **Doyusha Model Co.**
4-27-21 Arakawa-Ku,
Arakawa, Tokyo,
Japan.
Tel: 03 3803 4747
Fax: 03 3805 3009
Obtain in UK via: Euro Models

● **DTU Sarl**
3 bis rue Castères,
92110 Clichy la Garenne,
France.
Tel/Fax: 33 01 47 31 69 53

● **Dutch Decals**
Kerstraat 2,
2471 AP Zwammerdam,
The Netherlands.
Tel/Fax: 0031 0 172 615372

● **Eagle Editions Ltd**
P.O. Box 580,
Hamilton, MT 59840, USA
Tel: 406 363 5415
Fax: 406 375 9270
Email: eagle@bitterroot.net

● **ED Models**
64 Startford Road,
Shirley, Solihull,
West Midlands.
B90 3LP
Tel: 0121 744 7488
Fax: 0121 733 2591

● **Eduard M.A.**
435 21 Obrnice 170,
Czech Republic.
Tel: 420 35 6118259
Fax: 420 35 6118186
Email: eduard@traveller.cz
UK sources: LSA Models & Hannants

● **Euro Models**
35 Crown Road,
St Margarets, Twickenham.
TW1 3EJ
Tel: 020 8891 0342
Fax: 020 8744 2177

● **Fantasy Printshop**
Springfield Buildings
Tor Road, Newquay,
Cornwall. TR7 1RL
Tel: 01637 872517
Fax: 01637 872617
Email: fantasypintshop@btinternet.com

● **Gavia**
P.O. Box 44, 769 01 Holesov,
Czech Republic
Tel: 00420/ 635 218 33

● **Glencoe Models Inc**
P.O. Box 846, Northboro,
MA 01532, USA.
Tel: 508 869 6877
Fax: 508 869 2462
UK Importer: Pocketbond Ltd

● **Hasegawa Seisakusho Co**
3-1-2 Yagusu Yaizu,
Shizouka 425-8711, Japan.
Tel: 054 628 8241
Fax: 054 627 8046
UK Importer: Amerang

● **High Planes Models**
127 Wheeler Street,
Corryong, VIC 3707,
Australia.
Fax: +61 260 76 1843
Email: hiplanes@corryong.albury.net.au.

● **Hobbycraft Canada**
140 Applewood Crescent,
Concord, Ontario,
L4K 4E2, Canada.
Tel: 905 738 6556
Fax: 905 738 6329
UK Importer: Pocketbond Ltd

● **Istituto Bibliografico**
Napoleone via Pavia 22,
00161 Roma, Italy
Tel/Fax: 06/44 69 828 44 52
275

● **Richard Kohnstam Ltd**
13-15a High Street,
Hemel Hempstead, Herts.
HP1 3AD
Tel: 01442 261721
Fax: 01442 240647

● **La Bancarella Aeronautica s.a.s.**
Corso Duca degli Abruzzi,
12, 10128 Torino, Italy.
Tel: 011 53 13 41
Fax: 011 562 93 59

● **Linden Hill Imports**
P.O. Box 543, Crugers,
NY 10521, USA.
Tel: (914) 734 9616
Fax: (914) 734 9617
Email: contact@lindenhillimports.com

● **Magna Models**
4, Brian Close, Sandford,
Wareham, Dorset.
BH20 7BJ
Tel: 01929 553518

● **Meteor Productions**
P.O. Box 3956, Merrifield,
VA 22116-3956, USA
Tel: 703 971 0500
Fax: 703 971 8111

● **Don Minterne**
12 Gleefields,
radford Peverell,
Dorchester, Dorset.
DT2 9SA
Tel: 01305 266464
Email: tutorpu@freenetname.co.uk

● **MPM s.r.o.**
Mezilesi 718
139 00 Praha 9 - Horní
Pocernice,
Czech republic
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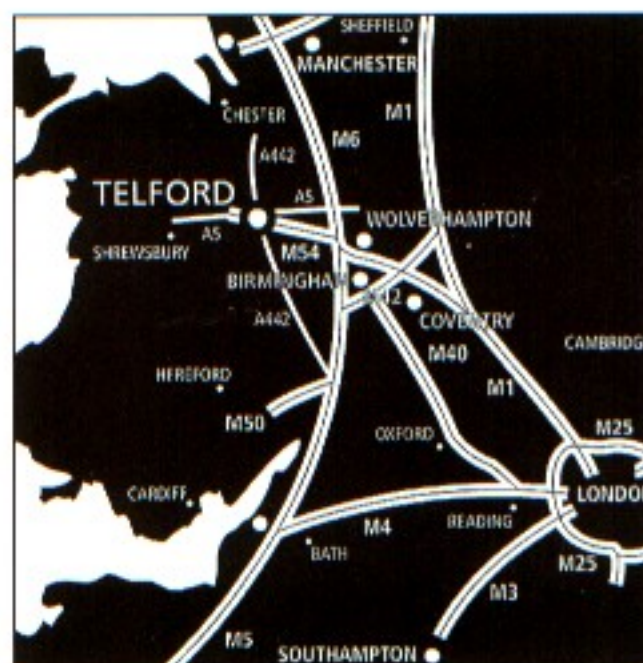
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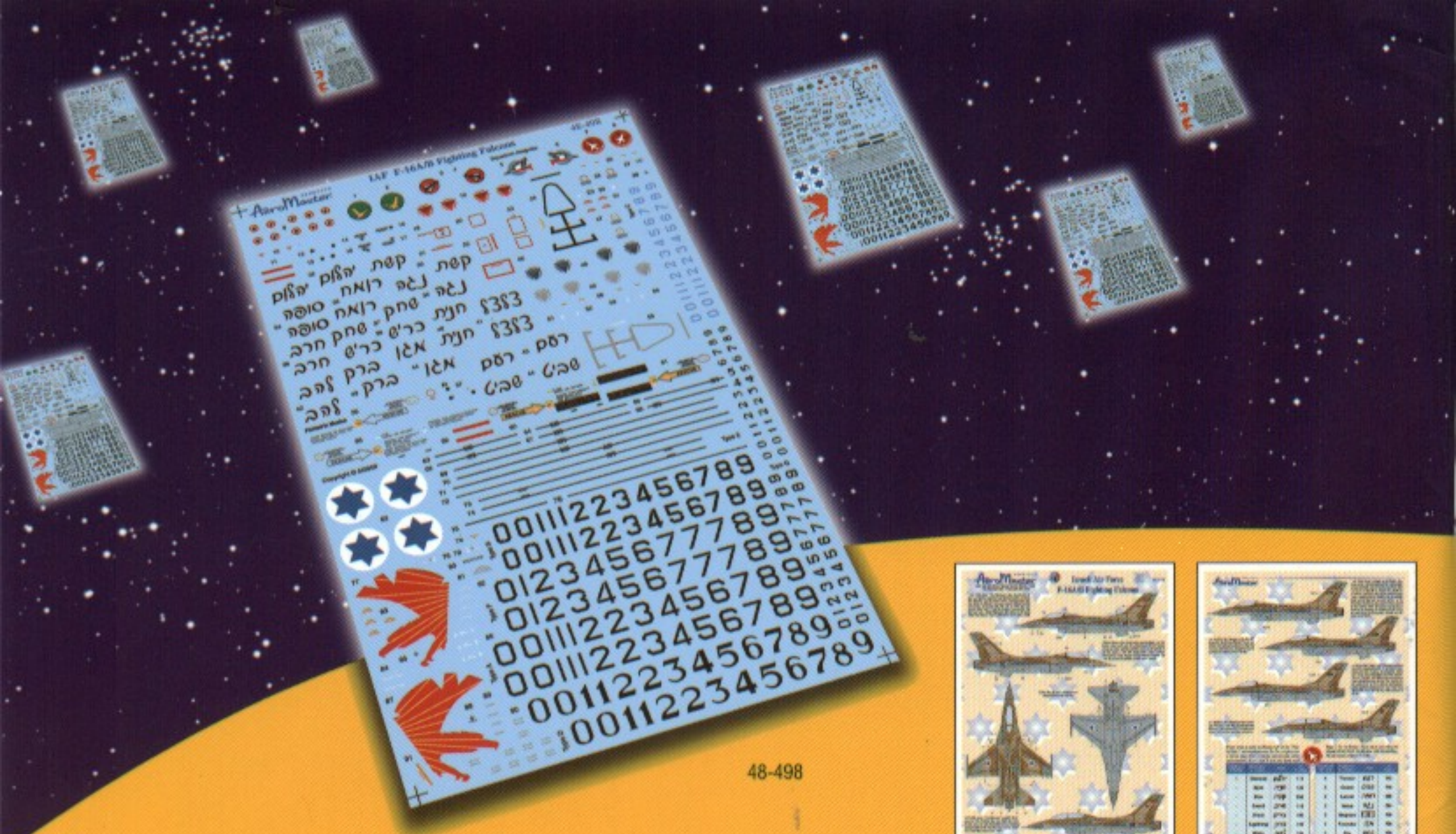
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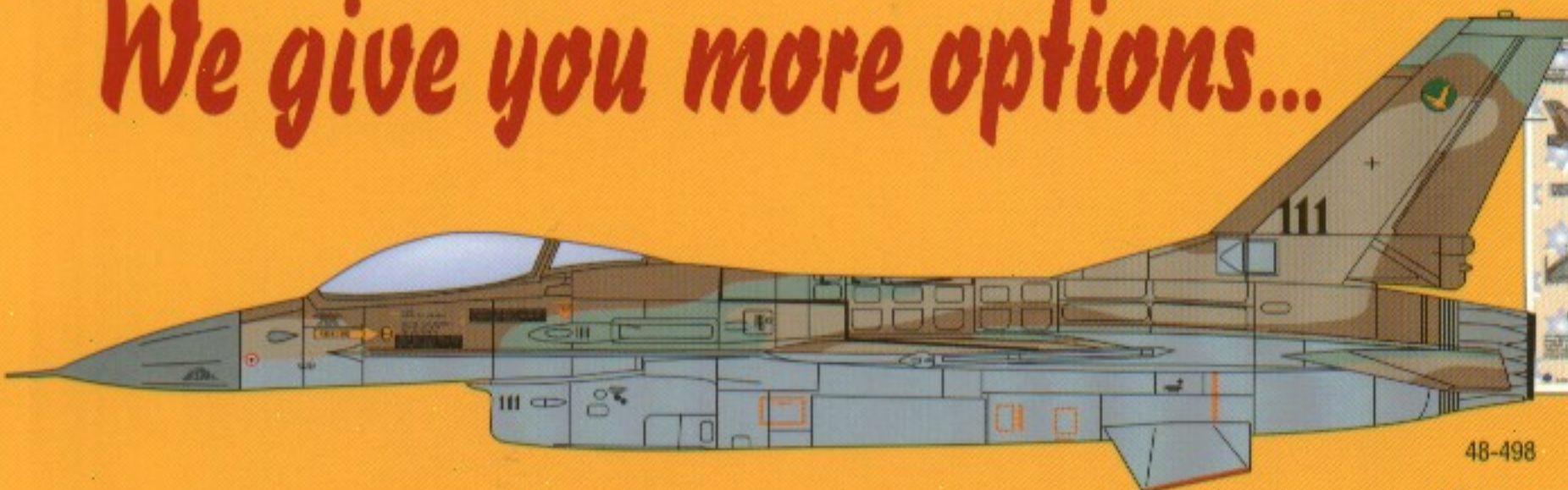
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